SPECIAL 2020 BOAT BUYERS EDITION

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WHY ARE YAMAHA **OUTBOARD OWNERS SO LOYAL?**

From the mighty, technologically advanced and attractive 425 XTO pictured here to the spirited V-6, V-4 and inline configuration engines, Yamaha outboards deliver performance, efficiency and perhaps most of all, the reliability that boaters demand. Yamaha outboard owners aren't just satisfied: They are proud to own and run outboard engines with a legacy of power, corrosion resistance and precision engineering, plus a reputation for starting every time the key is turned. Learn more on page 30.

32 RUNABOUT

The quintessential American boat now comes in many shapes and sizes. Check out these 21 boats that do it all on the water.

70 WATERSPORTS

Turns out the guest to surf an endless wave ends here. Check out these nine boats designed to surf, ski, wakeboard and more.

84 PONTOON

If you want to bring a big crew on the water, the modern pontoon does it all. We tested 20 that can perform for a crowd.

124 FISHING

Whether you chase fish in fresh or salt water, in the lake or at the canyons, one of these 25 fishing-boat models will help you catch your limit.

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ABOUT THE COVER

The Formula 270 Bowrider combines speed, style and substance. Photo: Bill Doster

CERTIFIED TEST RESILITS

CERTIFIED TEST RESULTS

Boating's Certified Boat Tests include performance data recorded by our editors during real time on the water. We ran these boats.

BUYERS SPOTLIGHT

BUYERS SPOTLIGHT

A Buyers Spotlight provides insights regarding a particular boat, without discussion of on-water performance. We have not yet run these boats.



WATCH VIDEOS OF OUR BOAT TESTS WHILE YOU READ!

Watch our editorial experts walk through the boats to highlight some of their most important and outstanding features, as well as get a quick rundown of each boat's performance data at boatingmag.com.



New for 2020, the 325 Conquest and 405 Conquest (shown above) herald the return of adventurous overnighting. These "SUVs of the Sea" reflect our commitment to your comfort and convenience.







AT BOSTON WHALER, OUR PRIMARY FOCUS IS

YOUR ENJOYMENT. Every boat in our award-winning lineup offers spacious comfort, easy operation, smart technology, and purposeful features that unlock endless possibilities. So whether your boating dreams include offshore fishing runs, leisurely days at anchor, lively gatherings or long-distance adventures, you can count on a Whaler to bring them to life.

WWW2.BOSTONWHALER.COM/2020







We began designing the all new DC 326 with you in mind.

We saw you hauling in your first catch through her easily accessible side door. We pictured your family watching fireworks from her well-appointed cockpit. You inspired every detail, including her refined styling and forward-thinking creature comforts.

Engineered to be an award-winner like her predecessors, this boat was designed just for you.

ALL NEW

DE 326 DUAL CONSOLE



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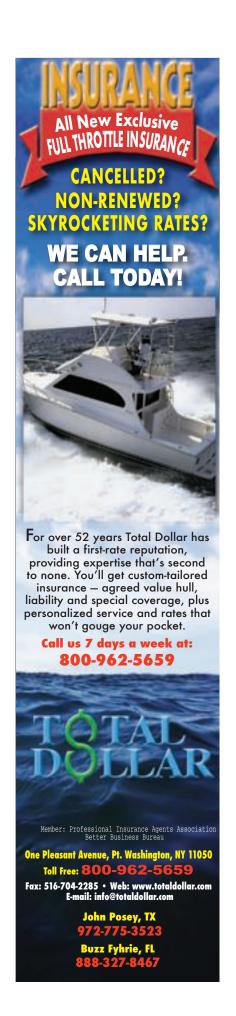












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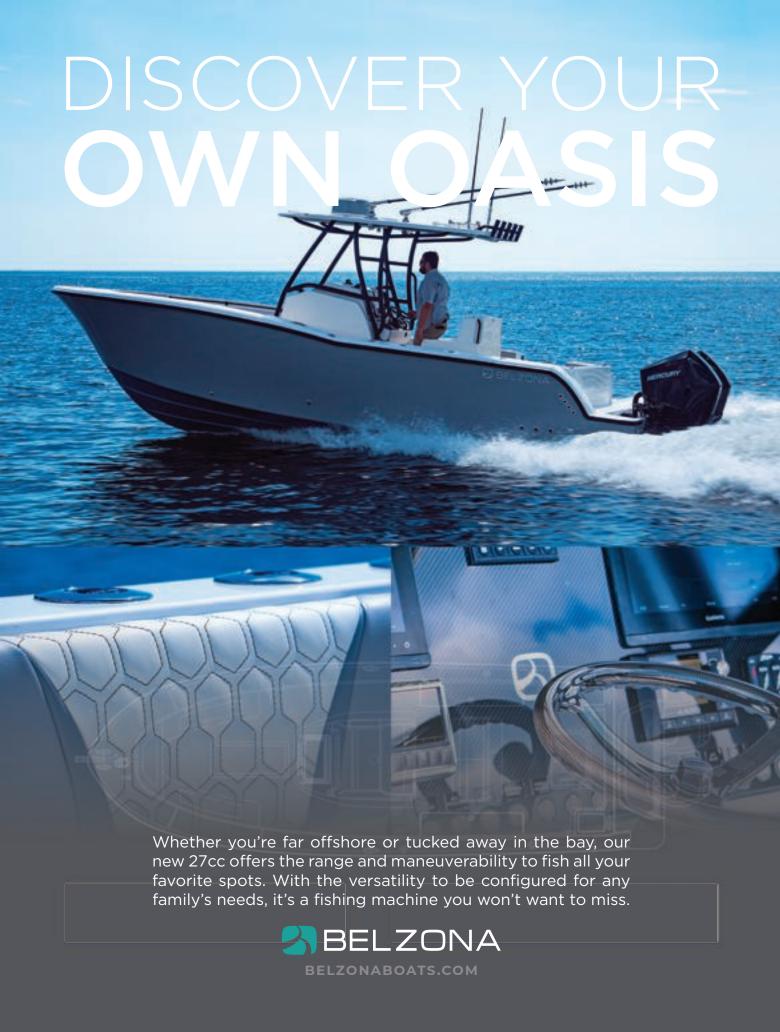
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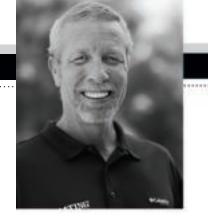
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BACK TO THE FUTURE

New boats aren't just speedier. They are evolving faster.

his year's edition of *Boating*'s *Boat Buyers Guide* features as diverse a fleet of boats as ever. But there is one common thread that links all of these boats, regardless of what type of boating their designers had in mind at the drawing board. And, no, I am not referring to the fact that they all float!

That common thread is rate of advancement. Whether it's a pontoon boat wired like a yacht; a center-console that runs and handles like a high-performance boat; a big, sterndrive-powered bowrider with interior appointments rivaling that of the most luxurious roadster; or a dedicated

towboat intended to deliver watersports thrills for riders of all disciplines, boats of all types are a far cry from the "utilities," "runabouts" and "ski boats" many of us might have learned on coming up through the boating ranks.

Check out the touchscreen displays aboard the newest boats. Whether it's a proprietary or private-labeled screen and Sure, signal strength plays a part in that, but getting a signal was just as important back in the good old days, when we tuned in programming on a transistor radio powered by a 9-volt battery.

system or one bearing the badge of a major marine-electronics-maker, fingertip access to navigation, engine data, accessory and lighting control is now the norm, not an exotic option. That you can stream the game or a movie to these screens from the devices we all now carry just adds that much more convenience. Sure, signal strength plays a part in that, but getting a signal was just as important back in the good old days, when we tuned in programming on a transistor radio powered by a 9-volt battery.

Some things never change. I can speak from experience when I tell you that the fun of being afloat aboard a boat of your own is one of those things.

Enjoy this year's Boat Buyers Guide.

Kevin Falvey, Editor-in-Chief editor@boatingmag.com

Keni Feling



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M37

More Power, More Functionality Introducing Icom's new floating VHF marine radio. Rugged enough for commercial use, yet refined for the cruising and sport boat markets. Bring it On.

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Loud Audio
AquaQuake™ Drain Function
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M-SERIES

THE ALL-NEW M240

The M240 brings extraordinary new features like the fast filling MSL6 Ballast that fills in under three minutes and Surf Gate® Fusion which is integrated into the exclusive new M-Line Hull for the largest and cleanest surf swells in the wake boat industry.

Malibu is committed to producing the best performance towboats in the world. Today, 1 out of 2 towboats sold worldwide is produced by Malibu making Malibu the largest towboat producer in the world. Experience a Malibu on the water today.

















STANDARD FEATURES INCLUDE:

Engine: Mercury 8.2L (380HP) B3 Aft Electric Sun Lounge Seat Arch w/Electric Fold Down Sun-Top & Hang-Tyte Canvas **Battery Charger** Docking Lights (Stainless Steet) Dual Battery Switch Electric Flush Toilet Garmin 7" Touchscreen Head Compartment w/Vessel Sink Design Handheld Transom Shower Head Door Insert w/Storage Netting Keychain Remote Control for Lights LED Lighting Package-Cockpit Snap-In Carpet Stainless Steel Windshield Header & Lock Social Swim Transom Design 8 Wetsound Speakers Stereo: Kicjker Premium Swim Platform W/ Grey Soft Touch Mat Table - Side Mount, Portable Trailer – Deluxe Painted Tandem Axle w/Brakes on Both Axles, LED Trailer Lights, and V-Block for Windlass Underwater Transom Lighting

Windlass w/Rope & Chain

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MARINE ROSWELL





Reliability Starts Here



Your time on the water is sacred. You return, season after season to make long-lasting family memories, reconnect with friends, remember what's important and re-center yourself. If you count on having this time, you need an outboard you can count on to power it. **That's why boaters stay with Yamaha for the long run. For life. Because reliability starts here.**





INTRODUCING THE WORLD'S TOP RATED SPORT BOAT

Try as they might, there isn't a luxury sport boat that can top the new Donzi 41 GTZ. Ideally suited for the coastal regions and big water lakes, Donzi's next-generation hybrid sport boat is in a class by itself. The GTZ's new sturdy yet lightweight aluminum-framed SkyView acrylic hardtop is an engineering marvel that provides 99 percent UV, and 60 percent infrared protection. And if that's not "cool' enough, air conditioning is standard in both the cockpit and cabin. Onboard, six swivel bucket seats, a removable table, and twin aft sun lounges say, "Welcome Aboard." In the cabin, facing couches invite conversation, and the ultimate family fun boat has a hideaway head. Donzi's 41 GTZ...summer can't get here fast enough.





What boat and board did you learn to wakeboard on?

I'm not sure of the year, but it was a TriHull Galaxy. If you search a little ways back in my Instagram feed, you can see me sitting in it. My first board was the Skurfer Rage 1988.

You've put out 23 pro-model boards with Hyperlite in your career. Do you have one that really stands out?

It's been 26 years with Hyperlite and 23 pro models currently. It will be 24 in 2020. The Bug board, from 1998, was the first big change when I wanted my board to be a lot wider, which allowed a much more free-flowing rhythm and style. Up to that point, our boards were a little too aggressive and ski-like. I love skiing to this day, but when I'm sideways, I'm going for a different feeling.

What's changed about wakeboarding during your career?

about his career. — Garrett Cortese

Boat and wake sizes. They're huge. And honestly, not too cheap. But it's one of the best investments to be able to spend time with your kids and friends in an environment that really doesn't exist outside of boating.

Where's the coolest place wakeboarding has taken you?

When I wakeboarded behind a Super Air Nautique G23 on the Sea of Galilee in Israel.

What's it like being a character in your own video game?

Seeing myself riding in the game and on the box cover of the game is something that is kind of weird but I'm super thankful for.

MAKING WAVES /// CAPTAIN'S TEST

TRAILERING

Trailer boating is popular for millions who don't live on the water or keep their craft at marinas. How well do you know trailering safety and good towing practices? It's time to tow to the water. Here we go! – John Tiger





- 1. What is the common color code for simple trailer wiring in the U.S.?
- A. Red for positive, black for negative.
- B. Green for left turn/brake, yellow for right turn/brake, brown for clearance lights, white for ground.
- C. Black with yellow stripe for ground, red for left turn, green for right turn.
- D. None of the above
- 2. Which of the following are differences between a factory-installed (OEM) hitch versus an aftermarket (AM) hitch? (Choose all that apply.)
- A. Factory hitches are customdesigned for the vehicle at the same time the vehicle is designed—they are better matched together than an aftermarket hitch.
- B. Aftermarket hitches are rated for higher loads than factory hitches.
- C. Factory hitches are usually hidden better behind the bumper.
- D. When buying an aftermarket hitch, you usually can't factor the cost into the vehicle loan; you have to pay for it separately.

- E. A, C and D
- F. A and D
- G. All of the above
- 3. You're towing your boat just a few miles. Should you tie the transom down?
- A. No. Tie downs are used only when towing long distances.
- B. Yes. Tie downs should be installed and secured on every trip, regardless of distance.
- C. You can use tie downs, but it's not necessary to keep them tight.
- D. None of the above
- 4. Name tools and supplies to bring on any road trip when towing your boat.
- A. Barbecue grill and beach chairs.
- B. Rope, hand tools, grease gun, spare hub with bearings, and spare tire.
- C. Floor jack and lug wrench that fit the trailer's wheels.
- D. AAA card, copy of insurance policy and contact information, and GPS.
- E. B. C and D
- F. All of the above

- 5. Prepping the trailer before a trip should include:
- A. Checking tires for age and deterioration, and checking on sidewalls and uneven wear on treads.
- B. Checking trailer lights for proper operation.
- C. Checking springs, axle and frame for rust, broken welds, and broken/ loose/missing bolts.
- D. All of the above
- **6.** What are the advantages and/or disadvantages of side guides on a boat trailer?
- A. Side guides make it easier to launch and retrieve the boat when it's windy and/or in high-current waters.
- B. Side guides can protect the boat from potential damage.
- C. Side guides can increase the width of the trailer, making it more difficult to fit in tight parking spots.
- D. A and B
- E. All of the above

CAPTAIN'S TEST

(Answers)

'∃ '9 each frip begins. spould become habit before check, these trailer checks 5. D. Just like a pilot's preflight situation on the road.

to yerb you in a problem tent tools and supplies F. All of these are excel-

> 'səuɔɪıu versus aftermarket

statements about tactory 2. E. A, C and D are true rne road. der/right side of rue drass is on the shoulright turn/brake, because

is on your left; green for the yellow line on the road for left turn/brake, because Fasy to remember: yellow coror code for trailer wiring. 1. B. This is the common

CAPTAIN'S TESTS ONLINE

Test your knowledge of boating with more Captain's Tests at boatingmag.com/captains-test.



MORE THAN SKIN DEEP

Your Cigar

Each cover of *Boating* is graced by a great boat and a cover model wearing a swimsuit. These women are professional models and actresses and consider their selection as *Boating* cover models to be a feather in their caps. Moreover, the majority are boaters, as they testify in the video segments you can view at boatingmag.com.

Additionally, many of our cover models come from boating families and some have boating families of their own. Some fish. Some ski and wakeboard. Some have done long-range cruising.

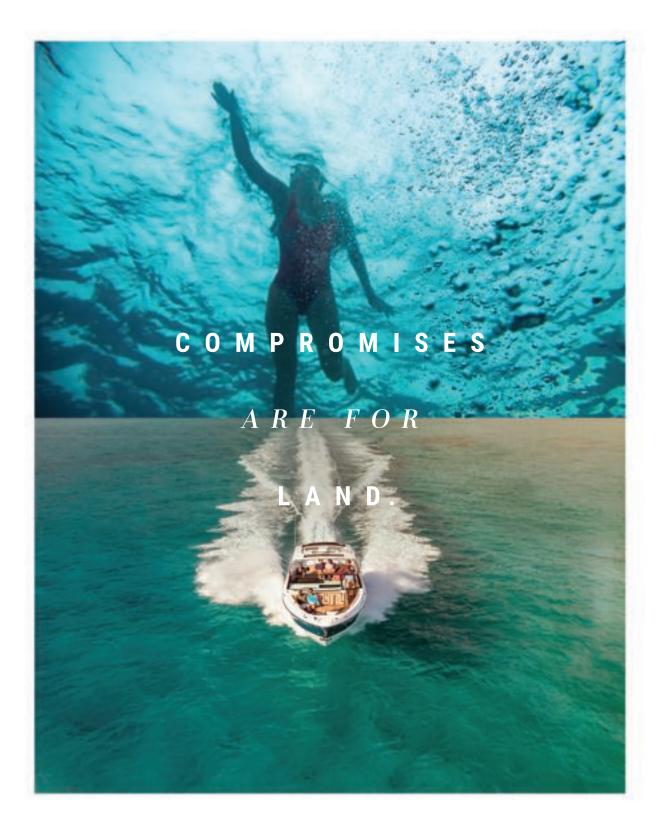
Of course, a few models have no boating experience whatsoever...but usually end up getting "hooked" following one of our helicopter photo shoots!

Still others, such as Annie McFarland, our October 2019 cover model, truly stand out. McFarland is a breast-cancer survivor and single mother, besides being a model, successful in business and a lifelong boater.

And each year, fans and friends who follow *Boating* on social media vote for the Icom Cover Girl of the Year. For 2019, you honored Lauren B. with that title. Learn more about Lauren and all our cover models at boatingmag.com/cover-girl. —*Kevin Falvey*



boatingmag.com/five-things.



When you're on a Sea Ray, perfection becomes commonplace. We craft every detail to heighten your experience, from how the upholstery feels on your skin to how you feel when you're behind the wheel. It's how we make life on the water live up to every expectation. **Visit searay.com.**





Yamaha's XTO Offshore: Powerful, Advanced, Elegant

LOTS OF POWER, LESS HASSLE, INTEGRATED DESIGN. ONE MOTOR FEWER IN MANY APPLICATIONS

It's a powerful outboard, the new Yamaha XTO Offshore®, and it's brought big change—to sport-fishers, center-console lovers and even to water taxis.

Built from skeg to cowl to team-power yacht-class offshore boats, this 425 hp, 5.6L V-8 has won fans in single and twin applications on smaller craft with big offshore ideas too.

WHAT'S NEW?

Yamaha calls its newcomer an "integrated power system," and backs the claim with many innovations and industry firsts.

The XTO Offshore's electric steering system eliminates cables and hydraulics. Internally housed electrical motors directly move the outboard, resulting in instant response, simpler rigging and fewer components.

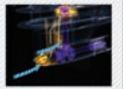
In the XTO Offshore—boating's first direct-injection four-stroke—two fuel pumps spray atomized fuel directly into combustion chambers at up to 2,900 psi, maximizing combustion and efficiency.

The XTO exhausts above the cavitation plate until





Chain-driven dual overhead cams are oil-bathed for long life.



Above-water exhaust keeps props in undisturbed water to increase reverse power by 300 percent.



Placed low forward, cooling water pickups keep strong flow to dual impeller pumps.

the motor reaches about 2.500 rpm, after which exhaust passes through the propeller hub. This thrust-enhancing exhaust routing provides maximum power and control in reverse instead of asking props to bite into already frothy water. The reverse thrust increase—about 300 percent more than with the F350—helps plenty when maneuvering dockside or backing down on a big fish. Exhaust pressure controls the flow: there's no mechanism to fail.

Plasma-fused sleeveless cylinders—another Yamaha Outboard innovation—are lighter, more compact and 60 percent harder than steel, making it possible to produce bigger-bore power within the same-size powerhead, all while reducing friction and weight. Cam shafts and lifters boast new technology too.

A high-output alternator cranks out 90 amps gross and up to 72 amps net charging at around 1,500 rpm.

Power tilt lifts the motor clear off the water on most boats, making for less maintenance, especially on



boats in salt water. There's less worry trailering too.

Come maintenance time, no need to haul out the boat to change the gearcase lube either. Your technician withdraws the old oil with a vacuum line at the power head, and pumps fresh back in.

A WINNING NUMBERS GAME

Yamaha envisioned the XTO Offshore as a team player on big, multiengine boats (50-footers and up.) Boaters have found that with this big-displacement powerhouse, they can opt for fewer outboards—three outboards instead of four,





for example, or two instead three.

One triple-powered Contender® 39, with its center motor off and fully trimmed-up still hit nearly 65 mph. Boaters to whom speed is important might still want three XTOs, but those for whom a mile-a-minute is plenty will be happy with a two-pack.

The XTO Offshore has surprised many folks by emerging as a great single solution for 25- and 26-foot boats.

FISH ON!

When the biggest fish is on the line, captains must sometimes concede to the rampager and back down to shorten the distance between fish and angler. When that happens, the reverse-thrust increase provided by the thrust-ex-

haust-exchange feature of the XTO is a decided advantage, in both power and steerageway.

"Trim up a little in reverse, and it actually lifts the transom out of the water instead of pulling it down," said legendary Florida captain Rick Murphy. "You can make the boat actually dance in reverse!"

The exhaust system pays off in a different way too, believes Capt. Murphy, producing smoother water in which to offer baits and lures. Trolling, you're not sending exhaust bubbling through the prop hub, so you're giving fish a better look at your offerings.

With Yamaha's new design, he says, "white water is 50 to 60 percent less. I can see it; I've been shooting underwater video for 30 years."

Murphy, by the way, is having a new 35-foot fishing boat built, with twins instead of triples—twin Yamaha XTOs.

"TAXI!"

The Charleston Water Taxi provides Charleston's residents and visitors a novel way to view historic sights and attractions, salute aircraft carrier *USS* *Yorktown*, or simply view pelicans and dolphins.

Its twin-outboard 40-foot Corinthian catamarans run all day, every day, and for more than 10 years, those outboards have been Yamahas—a surprisingly low number of Yamahas!

The original taxi is on its third set of F150s, having upgraded them, proactively, at 6,800 and 8,700 hours* of service. A third pair is nearing 4,000 hours*.

The second taxi has its original pair of F200s, five years in.

A backup boat, a 27-foot Carolina Skiff, is powered by one of those first 150s, nudging a cumulative 10,000 hours*. (Yamaha bought back the other original motor.)

When the company commissioned its new 50-footer, it spec'd it with Yamaha XTO Offshores. They'll provide the ferry service with Yamaha power, durability and dependability, along with the new, easy maintenance of its in-water gear lube-change feature along with the docking and traffic-handling agility provided by its full reverse thrust.

*Results are based on commercial use, and may vary for traditional retail consumer use.

t is highly likely that the first boat you ever stepped aboard was a runabout. It's the classic American powerboat style, dating back to the early days of Chris-Craft and Gar Wood. But my, how the modern runabout has evolved. From blazing fast performance speedsters to stylish and amenity-laden center-consoles, the term encompasses a large swath of the water. Which type is destined to be your family's modern-day memory maker? We tested 21 runabouts ranging from 17 to 45 feet, powered by sterndrives or outboards or even jets. Find your ride here.







HIGH **POINTS**

- ► Incredible stability with lowered center of gravity for driver, passengers, and gear. Combined with wider hull and superior comfort and control with Eraolock.
- Modular LinQ accessory system to customize the GTI to fit what a family wants to do that day.
- ▶ Standards include low fuel-consumption ECO mode, variable electronic trim, and a digitally encoded safety lanyard to prevent unauthorized use.

SPECS: LOA: 10'10.6" BEAM: 4'1.2" DRY WEIGHT: 739 lb. SEAT/WEIGHT CAPACITY: 3/600 lb. FUEL CAPACITY: 15.9 gal. HOW WE TESTED: ENGINE: 170 hp Rotax 1,630cc ACE-170 PUMP/IMPELLER: 155 mm high-pressure/stainless-steel GEAR RATIO: 1:1 FUEL LOAD: 13 gal. CREW WEIGHT: 155 lb.

ea-Doo's makeover of the GTI platform for 2020 had two primary goals. One, give riders an all-new onboard experience; and, two, improve the performance, control and robustness of the craft.

The GTI borrows heavily from the brand's flagship GTX, adopting a similar low-slung profile and expanded rear deck. Like the GTX, the GTI saddle features a removable aft section. Remove it to lounge at rest or as a casting platform when fishing. That deck area also now comes standard with LinQ accessory mounts,



recessed, composite cleats that raise to anchor a variety of accessories-including gas caddy, cooler and storage caddy. A LinQ tow pylon is also available and mounts in a dedicated port.

Bow stowage capacity increased to a sizable 40.2 gallons, about 12 more than previous GTI models. An optional netted storage organizer keeps key items readily at hand; it also can be packed at home and carried to the water. The glove box increases in size as well as adding a watertight phone box. The 4.5-inch information display is also bigger; an orange backlight improves visibility.

Sea-Doo considers music the final piece of the user experience. Introduced first on the GTX, the 100-watt, Bluetooth sound system was developed in conjunction with GTX and pairs to the user's smartphone tucked safely away in the glove box. Speakers blend in relatively well above the GTI's footwells and direct sound toward rider and passengers.

A simple, touchpad remote sits adjacent on the port side.

As for performance, a new 170 hp vari-



Valcourt, Quebec: 888-272-9222: sea-doo.com

ation of the 1630 ACE engine trims nearly a second-and-a-half off the craft's 0-to-50-mph acceleration time. Our test boat covered the distance in 5.2 seconds before topping out just over 55 mph.

Improved rider control comes via Sea-Doo's ErgoLock saddle, which narrows like an hourglass to let riders use those stronger leg muscles, whether clamping against the saddle in rough water or providing leverage when powering through turns. A hard chine also pushes width to more than 4 feet, enhancing stability.

The second generation of Sea-Doo's composite PolyTec hull material is lighter and stronger compared to older GTIs. It's now up to 50 percent thicker in key areas, with fiberglass reinforcement in the hullsides, and molded-in stringers.





Exquisitely-Finished Cabin



Hydraulic Beach Platform (port side)



Standard Seakeeper Gyro Stabilizer



Optional 5-N-1 Performance Leaning Post w/ 2nd Row Seating

Performance with Class.

style, innovation, functionality & efficiency.

no sacrifice.





RUNABOUT



HIGH POINTS

- Spacious bow platform works equally well whether casting your line or nosed into the beach.
- Deep cockpit sides offer parental peace of mind, particularly for kids in the bow.
- Standard EVA matting on bow and stern platforms.

SEE THE VIDEO

To see our video review of the SVX 191 OB, scan this tag or visit boatingmag.com/ bbq20/starcraft svx191ob.



SPECS: LOA: 18'11" BEAM: 8'6" DRAFT (MAX): 2'2" DRY WEIGHT: 2.250 lb. SEAT/WEIGHT CAPACITY: 12/1.600 lb. FUEL CAPACITY: 48 gal. HOW WE TESTED: ENGINE: Yamaha 115 DRIVE/PROP: Outboard/Yamaha 131/4" x 16" 3-blade aluminum GEAR RATIO: 2.15:1 FUEL LOAD: 39 gal. CREW WEIGHT: 340 lb.

tarcraft's SVX 191 OB takes aim at both the first-time boater and the budget family buyer with a familiar deck-boat layout, stable hull and a collection of options that allows users to outfit the boat to fit their lifestyles. That makes it equally at home pulling your favorite tow sport, bobbing in the waters of the latest fishing spot, or just kicking back and enjoying a friend-filled sunset cruise.

The SVX cockpit layout puts passenger comfort—and space—front and center. Comfortably bolstered seating rings nearly every available inch of the cockpit

perimeter, with a wraparound, U-shaped bench forward, L-shaped bench aft and swiveling captain's pedestal at the helm. Seating is interrupted only for bow and stern walk-throughs and a handy portside galley with sink and optional hand-pump faucet and water tank.

Starcraft's goal with the SVX is to deliver what the company deems the necessities as standard equipment. That includes: a fiberglass helm with full gauge array; upscale steering wheel with leather-like wrap; Jensen Bluetooth-equipped stereo system with four speakers; telescoping ladders both fore and aft; EVA traction mats on bow and stern platforms; a flip-up bolster for the bucket helm seat: the aforementioned galley; and an overhead Bimini. This lets new or cost-conscious buyers further option the boat according to their own wants and needs.

Anglers can opt for the fish package with pedestal seats, trolling-motor rigging and bow livewell, watersports enthusiasts the raised ski pole—and both groups decide whether they want to dress up the craft with interior cockpit mats, an exteri-

	SPEED			EF					
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	2.95	3.40	0.40	7.39	8.50	319	367	0	57
1500	4.69	5.40	0.80	5.87	6.75	253	292	0	61
2000	6.08	7.00	1.30	4.68	5.38	202	233	2	67
2500	6.60	7.60	2.00	3.30	3.80	143	164	4	69
3000	7.30	8.40	2.80	2.61	3.00	113	130	6	76
3500	9.21	10.60	3.60	2.56	2.94	111	127	7	79
4000	18.34	21.10	3.90	4.70	5.41	203	234	5	78
4500	23.20	26.70	5.00	4.64	5.34	200	231	4	80
5000	25.81	29.70	7.10	3.64	4.18	157	181	3	86
5500	28.59	32.90	9.50	3.01	3.46	130	150	3	85
6000	40.06	38.40	12.40	3.23	3.10	140	134	3	89
MOST ECONOMICAL CRUISING SPEED									

STARCRAFT MARINE w Paris, Indiana; 574-831-2950; starcraftmarine.com

or accent stripe, or stainless-steel rub rail.

The SVX 191 rides on an all-new hull for 2020, a dihedral V complemented by a stern pad. Starcraft says the design delivers less water resistance to the prop, resulting in better performance and fuel economy. With an affordable Yamaha 115 mounted to the transom, our test boat dropped onto plane in 5.6 seconds, passed the 30-mph threshold in 12.8 seconds and peaked at 38.4 mph. At a comfortable 25-mph cruising speed, fuel consumption registered less than 5 gallons per hour.



THE EVOLUTION

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Introducing the new Carolina Skiff LS Series. The new innovative LS Series combines all the outstanding features and hull design of the popular Carolina Skiff DLV Series into a full liner series for better strength, rigidity, and enhanced fit and finish throughout. The new Carolina Skiff LS Series delivers a smoother and more comfortable dry ride with even more deck and storage space, and yields additional key benefits such as but not limited to; molded in deck storage, rear jump seats, and a self bailing deck. The hull and liner are bonded together resulting in a one-piece boat with increased structural integrity. The new Carolina Skiff LS Series is loaded with more standard features than most boats in its class, yielding a tremendous value for every family looking for an extension of their boating lifestyle.













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- · Self Bailing Deck
- Swim Platform
- Diamond Pleated Upholstery
- · Stainless Steel Cooler Frame with Removable Cooler
- · Stainless Steel Cup Holders
- · Marine Board Lids with Friction Hinges
- Rear Jump Seats
- · Molded-In Storage with Overboard Drains
- Molded-In Anchor Locker
- Starboard and Port Velcro Rod Savers
- · Stainless Steel Flip Up Cleats

CAROLINA SKIFF LS SERIES:

MODEL	LOA	BEAM	MAX. HP	FUEL CAP.
• <u>17 LS</u>	17' 6"	96"	90	30 Gallon
• 19 LS	19' 2"	96"	115	30 Gallon
• 21 LS	20' 2"	96"	150	30 Gallon
• 23 LS	23' 2"	96"	175	35 Gallon
• 25 LS	24' 10"	96"	250	35 Gallon

CAROLINASKIFF.COM

BOATING **CERTIFIED** TEST RESULTS

HIGH POINTS

- Only Yamaha's patented, jet clean-out port allows removing weeds from within the boat
- Wakehoard tower folds down for storage or low-bridge passage.
- ► Two-tiered transom platform creates the ideal hangout spot.

SEE THE VIDEO

To see our video review of the 195S, scan this tag or visit boatingmag .com/bba20/ vamaha195s.



SPECS: LOA: 19'5" BEAM: 8'2" DRAFT (MAX): 1'3" DRY WEIGHT: 2.509 lb. SEAT/WEIGHT CAPACITY: 8/1.600 lb. FUEL CAPACITY: 40 gal. HOW WE TESTED: ENGINE: Yamaha SVHO Super Charged DRIVE/IMPELLER: Water jet pump/3-blade stainless steel GEAR RATIO: 1:1 FUEL LOAD: 25 gal. CREW WEIGHT: 450 lb

amaha packs a big punch in the 195S bowrider, and it doesn't just come from the added horsepower of its SVHO supercharged engine. It caters to watersports with the wakeboard tower and accommodates large families thanks to its well-engineered deck plan.

The engine pushed the boat to a speed just a tick short of 50 miles per hour in our tests and got up on plane in about 3 seconds. That kind of hole shot is exactly what watersports enthusiasts demand. Cruise-assist helps maintain speed, maneuver no-wake zones easily, and reverse

rpm control makes docking a snap with just a little practice.

At the dash, Yamaha's exclusive Connext display features mapping for navigation, engine controls, audio control and the ability to monitor practically every power system on board. In addition, a phone holder at the center allows it to function as a navigation display or provide streaming audio to the stereo system.

The 195S is as comfortable as it is quick. Take the transom platform-Yamaha's exclusive design-we love the two-tiered approach. It can accommodate "stadium seating" or lean back on the upper level and keep your feet dry. Under the platform is Yamaha's exclusive clean-out port, making it the only jet boat on the market that doesn't require a swimmer to clean weeds from the jet pump.

The bow can be arranged as side-byside forward lounges or a platform-or a center cushion can convert the entire area to a sun pad. There are billeted grab handles for security and cup holders near audio speakers for refreshment.

The cockpit is even more accommodat-

	SPEED			EF	FICIEN	CY				
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1500	3.7	4.3	0.7	5.3	6.1	192.2	221.1	0	68	
2000	4.6	5.3	1.0	4.6	5.3	164.2	189.0	0	72	
2500	5.4	6.2	1.4	3.8	4.4	138.5	159.4	1	73	
3000	5.9	6.8	1.9	3.1	3.6	112.0	128.8	3	83	
3500	6.6	7.6	2.7	2.4	2.8	88.1	101.3	4	85	
4000	7.3	8.5	3.6	2.0	2.3	73.4	84.5	6	84	
4500	9.6	11.1	5.1	1.9	2.2	67.8	78.0	7	83	
5000	14.2	16.4	6.6	2.2	2.5	77.5	89.2	5	85	
5500	22.4	25.8	8.7	2.6	3.0	92.6	106.6	5	88	
6000	27.4	31.5	10.8	2.5	2.9	91.2	105.0	4	92	
6500	32.4	37.3	14.0	2.3	2.7	83.3	95.9	3	94	
7000	36.9	42.5	18.2	2.0	2.3	73.1	84.1	3	93	
7200	40.8	47.0	18.8	2.2	2.5	78.1	89.9	3	93	
MOST	CONOM	CAL CRU	TETNIC CDE	ED						

YAMAHA nnesaw, Georgia; 800-962-7926; yamahaboats.com

ing with wraparound seating that extends from the portside bucket seat around to the captain's bucket seat.

Spin those bucket seats aft when at anchor and picnic or play cards on the removable cocktail table. For shade, our test boat was equipped with a Bimini top on the wakeboard tower.

With a versatile deck plan, Connext interface system for the captain and all the power of the SVHO engine, it is clear Yamaha thought of everything on the 195S.



STARCRAFT SVX 211 OB

HIGH POINTS

- ► In-floor ski locker is huge. offers a wide access hatch to accommodate larger items.
- ▶ Generous bow and deck platforms work for boarding. watersports, fishing or just hanging out on the hook.
- Jensen stereo with Bluetooth. four speakers.

SEE THE VIDEO

To see our video review of the SVX 211 OB, scan this tag or visit boatingmag.com/ bba20/starcraft svx211ob.





SPECS: LOA: 20'11" BEAM: 8'6" DRAFT (MAX): 2'11" DRY WEIGHT: 2,685 lb. SEAT/WEIGHT CAPACITY: 14/1,900 lb. FUEL CAPACITY: 45 gal.

HOW WE TESTED: ENGINE: Suzuki 200 DRIVE/PROP: Outboard/Suzuki 16" x 21.5" 3-blade stainless steel GEAR RATIO: 2.50:1 FUEL LOAD: 34 gal. CREW WEIGHT: 340 lb.

tarcraft's SVX 211 OB couldn't have a more passenger-friendly layout. Nearly the entire perimeter of this boat is filled with seating, with room for up to 14 passengers to hang out and have fun. There are twin 4-foot couches in the roomy, squared-off bow. Add a filler cushion and the pair quickly transforms into a wraparound, U-shaped bench that maximizes nearly every inch of the forward cockpit. Another 6 feet of space awaits down the portside couch before it doglegs into another 4 feet across the beam. Add

a pivoting seat for the captain and it's socializing heaven.

Interruptions are decidedly practical. There's a sink and twin cup holders in a portside galley. Option it up to the pump sink with freshwater tank to truly get the most out of the feature. The starboard transom walk-through might sacrifice a fraction of seat space, but it keeps passengers from tromping on the cushions when boarding or gearing up for tubing or other watersports.

In addition to its focus on passengers, the SVX line also strives for affordability, targeting the budget family buyer or firsttime boater. As such, Starcraft offers fewer standards and more options to allow buyers to keep costs in check and outfit boats as they see fit. What Starcraft deems necessities-a fiberglass helm, upgraded steering wheel, telescoping ladders bow and stern, stereo, bucket helm seat with flip-up bolster, Bimini top, stainless-steel grab rails, and even Marine Mat EVA flooring on bow and stern platforms-is standard equipment. Options include a fishing package with pedestal seat and bow livewell; ski tow pole; additional gelcoat hull striping; and even snap-in Marine Mat throughout the entire cockpit.

The SVX rides on a new hull design for Starcraft—a dihedral V with a stern pad that the manufacturer notes offers superior performance and fuel economy, in part by delivering water to the prop with less resistance.

The Suzuki 200 on our test boat delivered a solid overall performance. On test day our top speed peaked at nearly 47 mph. Time to plane measured in at 4.3 seconds; 30 mph was reached in 7.6.

	SPEED			OPERATION					
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.00	4.60	0.70	5.71	6.57	231	266	0	61
1500	5.56	6.40	1.20	4.63	5.33	188	216	1	66
2000	6.78	7.80	2.00	3.39	3.90	137	158	3	67
2500	8.52	9.80	3.00	2.84	3.27	115	132	5	69
3000	10.17	11.70	4.10	2.48	2.85	100	116	7	76
3500	21.72	25.00	6.00	3.62	4.17	147	169	4	79
4000	27.72	31.90	7.90	3.51	4.04	142	164	3	83
4500	29.63	34.10	8.20	3.61	4.16	146	168	3	83
5000	33.89	39.00	12.10	2.80	3.22	113	131	3	84
5500	37.89	43.60	16.20	2.34	2.69	95	109	3	87
6000	39.10	45.00	17.00	2.30	2.65	93	107	3	89
6300	40.49	46.60	18.00	2.25	2.59	91	105	3	89
MOST	ECONOM	CAL CRU	ISING SPE	ED					

STARCRAFT MARINE

ris, Indiana; 574-831-2950; starcraftmarine.com





- Good looks, ready performance, a useful cockpit and attention to detail-all for a competitive price—are the highlights of this 40thanniversary model from Stingray Boats.
- Volvo DuoPron sterndrive provides low-end punch, ripping top speed and great economy thanks to optimized comhustion and the enhanced bit and thrust delivered by twin, contrarotating propellers.
- ► Performance looks and a plush interior that will provide seating for-and thrillyour entire crew.

SPECS: LOA: 22'11" BEAM: 8'4" DRAFT: 1'6" (drive up) DRY WEIGHT: 4.348 lb. SEATING/WEIGHT CAPACITY: 10/2.080 lb. FUEL CAPACITY: 56 gal. HOW WE TESTED: ENGINE: Volvo Penta 300 V-8 DuoProp DRIVE/PROP: Sterndrive/FH-7 23" pitch 3-blade stainless steel GEAR RATIO: 2.32:1 FUEL LOAD: 22 gal. CREW WEIGHT: 585 lb.

tingray's 225SE serves as a 40thanniversary special model that combines family flexibility with a sassy dose of sportboat performance and looks. It impressed our test team on a number of levels. Read on to learn more.

Power comes from a 300 hp V-8 Volvo Penta DuoProp sterndrive. With this combination, the sleek 225SE accelerated to plane in just 3 seconds; 30 mph came up in a rushed 5 seconds flat. Top speed was nearly 59 mph at 5,650 rpm, with the bow carrying at a near-perfect 3-to 4-degree angle and a long, low rooster

tail from behind. With sportboatlike acceleration and speed, it was a pleasant surprise to record a best cruise rate at a sedate 21 mph and 2,500 rpm, where the rumbling Volvo V-8 sipped fuel at 4.4 gallons per hour, reaching nearly 5 miles per gallon. The 20-degree deadrise Z-plane hull carves turns sharply and cuts through the lake chop well with no pounding. Handling is nimble, well befitting a boat meant for those who want exhilaration.

Stingray offers solid-color gelcoat options for both the hull and deck. Ours was finished in a sort of Richard Petty blue; together with custom black dash, black vent covers, black rub rail and custom black Stingray logo treatment, the effect was racy yet elegant.

Special sport upholstery, including an SX-style sun deck, matches well with twin bow loungers. A filler cushion converts the forward space into a large sun lounge.

Captain and first mate sit in comfortable yet firm, swiveling bucket seats with flip-up bolsters. The helm features a sporty black-and-chrome steering wheel, accented by a dash panel with full instru-

	SPEED			EF	FICIEN		OPERATION		
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	5.2	6.0	1.5	3.5	4.1	177.6	204.3	0	65
1500	7.0	8.0	2.4	2.9	3.3	146.0	168.0	2	69
2000	9.1	10.5	4.0	2.3	2.6	115.0	132.3	5	78
2500	18.2	21.0	4.4	4.1	4.8	209.0	240.5	4	81
3000	24.3	28.0	6.1	4.0	4.6	201.0	231.3	2	82
3500	29.5	34.0	7.9	3.7	4.3	188.5	216.9	1	84
4000	34.3	39.5	9.5	3.6	4.2	182.1	209.6	1	86
4500	39.5	45.5	14.4	2.7	3.2	138.4	159.3	0	87
5000	43.0	49.5	16.3	2.6	3.0	133.0	153.1	1	89
5500	47.8	55.0	21.2	2.3	2.6	113.6	130.8	1	92
5645	50.7	58.4	22.8	2.2	2.6	112.2	129.1	1	94
MOST	CONOM	CAL CRU	ISING SPE	ED					

STINGRAY BOATS artsville, South Carolina; 843-383-4507; stingrayboats.com

Price: Unavailable (at press time)

mentation set in racy chrome bezels. An optional depth gauge and trim-tab control completes the setup and enhances your ability to fine-tune the ride. The port console features a large storage compartment, mesh storage pouch and glove box.

The aft cockpit boasts a plush U-shaped lounge and large stern sun pad, with center walk-through to the swim platform. SeaDek flooring is featured throughout the entire boat as well as the swim platform, for easy clean up, sharp looks and nonslip security.





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ℲIGH POINTS

- ▶ Flectric-lifted tower lowers for bridges and storage, reducing clearance by 2 feet.
- ▶ Factory-custom upholstery features stainresistant vinvl that won't "pink."

SEE THE VIDEO

To watch our video review of the 23 SSi OB, scan this tag or visit boatingmag .com/bba20/ chaparral23ssi.



SPECS: LOA: 23'6" BEAM: 8'6" DRAFT (MAX): 2'4" DRY WEIGHT: 3.400 lb. (with power) SEAT/WEIGHT CAPACITY: 13/1.650 lb. FUEL CAPACITY: 56 gal. HOW WE TESTED: ENGINE: Yamaha 200 hp DRIVE/PROP: Reliance 17 3-blade stainless steel GEAR RATIO: 1.86:1 FUEL LOAD: 28 gal. CREW WEIGHT: 370 lb.

haparral's new SSi 23 OB steps up the heat in the race to capture new boaters, and it's offered in both outboard and sterndrive versions.

Outboards open the cockpit for spacious wraparound seating; thanks to this Chaparral design, it still offers a convenient swim platform ideal for slipping your feet onto a 'board or flopping into a tube. Tow points for tubes are on the transom, but the electric wakeboard tower is ideal for skiers and wake riders.

Our tester was equipped with optional SeaDek snap-in floor mats, though the transom mats are fixed in place. Beneath the mat is a nonskid deck.

Bow seating is roomy with coaming bolsters plus tall, reclining seatbacks on the console bulkheads. A cocktail table is optional, as is a center cushion to convert the bow seating into a sun pad.

For 2020, we are seeing more ubiquitous GPS displays, most notably, Garmin GPSMap series. On our tester, it was connected to the Yamaha outboard serving as instrumentation in addition to analog gauges on either side. Clarion's head unit is in a recessed coaming pocket, so it's not brushed by passengers, yet it's quickly accessible for changing tunes. We recommend the optional remote on the transom. The captain gets a bucket seat with bolster, a tilt wheel and a throttle armrest upholstered into the coaming.

Dry storage abounds, most notably under the aft sun pad where once a sterndrive engine block would reside.

Outboards provide that storage advantage plus maintenance advantages, such as easy flushing after saltwater use, and the ability to fully trim the motor out of

	SPEED			EF		UPERATION			
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.0	4.6	0.7	5.7	6.6	231.3	266.1	NA	NA
1500	5.6	6.4	1.2	4.6	5.3	187.7	216.0	NA	NA
2000	7.2	8.3	2.1	3.4	4.0	139.1	160.1	NA	NA
2500	9.4	10.8	2.9	3.2	3.7	131.1	150.8	NA	NA
3000	15.8	18.2	3.8	4.2	4.8	168.6	194.0	NA	NA
3500	20.6	23.7	5.2	4.0	4.6	160.4	184.6	NA	NA
4000	25.0	28.8	6.8	3.7	4.2	149.1	171.5	NA	NA
4500	29.9	34.5	8.7	3.4	4.0	139.4	160.4	NA	NA
5000	33.2	38.2	11.6	2.9	3.3	115.7	133.2	NA	NA
5500	36.2	41.7	15.7	2.3	2.7	93.4	107.4	NA	NA
6000	41.6	47.9	18.7	2.2	2.6	90.1	103.7	NA	NA
MOST	ECONOM	CAL CRU	ISING SPE	ED					

CHAPARRAL BOATS ashville, Georgia; 727-595-2956; chaparralboats.com

Price: \$58,488

the water. While maximum horsepower is 250, you'd have to go to a heavier V-6 to get it. We were content with the in-line fourcylinder 200 horsepower. It gave a perfect balance of torque for pulling skiers, top speed and fuel economy.

There is a custom trailer for the 23 SSi, which makes it easily towable behind midsize SUVs and some mini vans. That's another big advantage offered by the lighter outboard, and it provides a savings on the highway-you can budget for just the boat, instead of factoring in a truck too.







The cockpit expands the space and possibilities, from twin command seats with backrests that move individually fore and aft to seating in the round with stowable tables that invite spur-of-the-moment entertaining. The aft-facing sunpad with dual position backrests offers endless seating and sunning positions. The available extended water sport swim platform with optional in-water swim seat gives plenty of space to lounge, play and interact.

The dash is a handsome blend of Liquid Black panels, sturdy composite molded construction and precision-stitched upholstery. Digital instrumentation and Raymarine display options put you in control at the impressive leather wrapped stainless wheel. Several models offer the molded wetbar with integrated sink, cooler, available fridge, smart storage and Corian® countertop to make entertaining a breeze. Premium sound systems, dual USB charging ports and the highest number of polished drink holders are definite crowd pleasers.

Choose either a Formula Bowrider for its roomy wraparound bow seating with armrests and versatile table and cushion arrangements or the always-ready Sun Sport with sleep-aboard cabin complete with Ultraleather lounge, private head and entertainment galley.

Your time on the water is important. Whether you have a few hours or a weekend, the perfect Formula Bowrider or Sun Sport sets you apart and makes your boating even more satisfying than you expected!

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350 SS

BOATING **CERTIFIED** TEST RESULTS

HIGH POINTS

- ► Fusion RA670 stereo with remote control and 1400-watt, four-channel digital amp delivers great sounds on the water, whether you're engaged in watersports, entertaining friends and family, or cruising to your next boating adventure.
- Starboard-side entertainment unit features console with a solid-surface counterton sink and trash hin
- Passenger console houses a generously sized head with portable toilet, dockside pump-out and small vanity with sink. Porthole provides fresh air.

SPECS: LOA: 23'8" BEAM: 8'4" DRAFT: 1'5" (drive up) DRY WEIGHT: 4.599 lb. SEAT/WEIGHT CAPACITY: 12/2.535 lb. FUEL CAPACITY: 56 gal. HOW WE TESTED: ENGINE: Mercury 250XL FourStroke DRIVE/PROP: Outboard/Mercury Enertia ECO 16" x 18" 3-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 22 gal. CREW WEIGHT: 500 lb.

tingray's 231DC proved itself a solid value and an SUV of a runabout. It embodies a playful dual-console layout combining versatility, comfort, utility and performance with an appealing presentation.

The patented Stingray Z-plane hull delivers a spirited performance with a stout Mercury 250XL V-8 outboard spinning an Enertia ECO 18-inch pitch wheel. Acceleration will satisfy just about any watersports enthusiast, planing in 3.3 seconds and gaining 30 mph from a dead stop in a cat-quick 5.2 seconds. Top speed hovered

at 52 mph. The most economical cruise speed was 31.6 mph at 3,500 rpm, burning 8 gallons per hour for 4 miles per gallon.

The 231DC focuses on family fun, with multiple gathering pits within the cockpit. There's well-designed space, so no one feels cramped or runs out of stowage space for gear. All Stingray models get a completely new upholstery upgrade for 2020, with a soft-vinyl pebbled finish designed to be comfy yet stand up to the elements. Our test boat employed gray vinyl, which complemented the red-gelcoated hull.

The spacious split swim platform features a transom walk-through into the cockpit on the starboard-side. Finished in SeaDek soft nonskid, the platform provides room for watersports prep and water gatherings. The stainless-steel grab handles, stainless-steel retractable fourstep boarding ladder and the dual stainless cup holders provide utility. Stingray's optional fishing package adds four flushmounted, stainless rod holders across the transom with a pop-up stainless ski tow.

In the aft cockpit, a full-width stern seat curves up the port side, complemented

	SPEED			EF					
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.8	5.5	1.3	3.7	4.2	185.5	213.4	1	68
1500	6.5	7.5	2.2	2.9	3.4	148.6	171.0	2	72
2000	7.2	8.3	3.3	2.2	2.5	109.5	126.0	3	74
2500	8.9	10.2	4.3	2.1	2.4	104.0	119.7	5	78
3000	14.0	16.1	5.3	2.6	3.0	133.3	153.4	5	80
3500	27.5	31.6	7.9	3.5	4.0	175.2	201.6	3	82
4000	31.6	36.4	9.8	3.2	3.7	162.4	186.9	2	84
4500	35.3	40.6	13.1	2.7	3.1	135.7	156.2	1	87
5000	39.2	45.1	20.1	1.9	2.2	98.3	113.1	0	87
5500	44.0	50.6	21.1	2.1	2.4	105.0	120.9	1	90
5950	45.1	51.9	22.1	2.0	2.3	102.9	118.4	2	91
MOST	CONOM	CAL CRU	ISING SPE	EED					

STINGRAY BOATS artsville, South Carolina; 843-383-4507; stingrayboats.com

Price: Unavailable (at press time)

by a starboard-side lounge. Swiveling pedestal seats for driver and companion rotate for at-rest conversation. The self-draining cockpit sole is finished in SeaDek snap-in flooring. Overhead, Stingray's optional folding wakeboard tower offers utility plus sun protection with an integrated Bimini top. The helm console features a large, integrated storage compartment. The dash console is accented by a wood-grain instrument panel fitted with a Garmin GPSMap 742xs multifunction display and Mercury SmartCraft display.





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- A windlass option adds anchoring convenience.
- Dual stern ladders are angled away from the motor for safe reboarding.
- Portside boarding step adds a third entry point.
- Close off the cockpit with a wind dam and windshield.

SEE THE VIDEO

To see our video review of the GTD 240, scan this tag or visit boating mag.com/bbg20/ glastrongtd240.



SPECS: LOA: 24'4" BEAM: 8'6" DRAFT (MAX): 1'6" (engine up) DRY WEIGHT: 4.250 lb. SEAT/WEIGHT CAPACITY: 14/3.100 lb. FUEL CAPACITY: 60 gal. HOW WE TESTED: ENGINE: Mercury V-8 FourStroke DRIVE/PROP: Outboard/Rev 4 18" 4-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 20 gal. CREW WEIGHT: 250 lb.

his deck boat was designed for either outboard power or sterndrive or Volvo Penta forward drive (GTD 245). We've been aboard too many sterndrives retooled for outboards that were just average performers. However, we tested each version-and all three operated as if they were born to run with their respective propulsion options.

The Mercury V-8 300 hp four-stroke was powerful and smooth. Sure, it ought to be with power steering and electronic throttles, but that only accounts for the ease of maneuvering. It is the relationship of the engine and boat—which functioned as if they were organically grown, not bolted together; that was so with every propulsion platform.

The acceleration is quick and smooth (2.9 seconds to plane), the top speed rewarding (51.1 mph) and in turns, the GTD 240 stuck tight to its line and held it all the way through. Now, there's a trick from Mercury that helped achieved this-the dynamic throttle fed in power as the boat loaded up through the turns.

That kept the hull on track, without losing speed or chine tripping-all proof of a well-designed relationship between power and boat.

The deck plan is one of my favorites of the new 2020 model year. There's a double-wide helm console, and the portside console is replaced with a walk-through to the bow. It gives the captain and mate a cozy place to enjoy the ride with enough elbow room to make it comfortable.

The seatbacks flip fore and aft. Aft is the driving position; forward joins the helm seats to the wraparound seating in the cockpit-it's simple, requiring just

	SPEED			EF	FICIEN	CY		OPERATION		
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	4.8	5.5	1.2	4.0	4.6	215.1	247.5	0	62	
1500	6.3	7.2	2.1	3.0	3.4	160.9	185.1	1	68	
2000	7.9	9.1	3.3	2.4	2.8	129.4	148.9	3	72	
2500	11.0	12.7	4.1	2.7	3.1	145.4	167.3	4	76	
3000	16.8	19.3	5.6	3.0	3.4	161.7	186.1	4	80	
3500	23.2	26.7	7.6	3.1	3.5	164.9	189.7	2	80	
4000	27.9	32.1	10.7	2.6	3.0	140.8	162.0	2	82	
4500	31.7	36.5	13.7	2.3	2.7	125.0	143.9	1	83	
5000	34.8	40.0	17.3	2.0	2.3	108.5	124.9	1	85	
5500	39.0	44.9	20.6	1.9	2.2	102.3	117.7	1	85	
6000	44.4	51.1	22.3	2.0	2.3	107.5	123.7	1	88	
MOCT	-0011014		TCTNO CDI							

GLASTRON BOATS Cadillac, Michigan; 231-775-1351; glastron.com

a little push from the fingertips.

Forward, Glastron uses that wide starboard console to build a large head compartment. The door opens upward and overhead, revealing a wide access way to a roomy compartment. It can be equipped with an electric flushing head or a simple portable head. A filler cushion between the full beam aft-facing bench seat and the forward-facing bench converts the entire area into a sunning pad.

Other boatbuilders will be trying to copy this new style in 2021.



REGAL LX6

HIGH POINTS:

- Dual Garmin GPSMap displays combine for clutter-free, informationrich dash.
- ▶ The Power HardTop is a good looking innovation. raising and lowering as needed.
- ► Fusion Bluetooth stereo with six 200watt cockpit speakers.

SEE THE VIDEO

To watch our video review of the LX6, scan this tag or visit boatingmag.com/ bbg20/regallx6.



HOTOS: TOM KING



SPECS: LOA: 26'4" BEAM: 8'6" DRAFT (MAX): NA DRY WEIGHT: 5,100 lb. SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 92 gal.

HOW WE TESTED: ENGINE: Yamaha 300 DRIVE/PROP: Outboard/Yamaha Saltwater Series 15½" x 17" 3-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 60 gal. CREW WEIGHT: 365 lb.

egal expands its outboard offerings with the LX6, based on the brand's popular LS6 bowrider.

Though similar in layout, the LX6 actually gains 14 inches in cockpit length. It allows for a twist on the position of Regal's UltraLounge, twin, double-wide aft seats and transom-facing rumble seats that flank the central walk-through.

In standard position, the platform these seats are mounted atop takes advantage of that additional 14 inches to maximize cockpit space. Forward-facing passengers can keep their feet on the floor or pivot one of the two UltraLounge backrests forward to make individual sun lounges. Push a button, however, and the entire platform moves forward those 14 inches, and butts up against the port and starboard couches. This action, combined with the captain's and co-captain's double-wide social seats forward, forms a cockpit-wrapping, U-shaped mega lounge.

The forward position also maximizes transom space, adding over a foot of real estate aft when enjoying those rumble seats while beached or on the hook.

The entire aft seating unit—on the LS6 utilized as the engine compartment cover-opens to the stern to reveal a massive storage space. Additional storage is found below port and starboard benches.

Within the port console, a port-apotty, sink and cabinet await, or you can option up to an electric toilet. A welcome 4 feet of headroom averts claustrophobia, as does a 15-inch half-moon port.

Bow seats invite stretching your legs, with backrests against both consoles and flip-down armrests. Pop in the sidemount table, so passengers can gather around for drinks and munchies.

Our test boat featured a through-stem windlass. According to Regal, most customers take the option. Another popular option is the bow thruster. It came in handy when it was time to slide the LX6 into a crowded dock space.

Out on the water, the LX6 nimbly carved its way through turns. A 300 hp Yamaha outboard put the boat on plane readily and once on top and running, the top speed averaged 48.6 mph with multiple runs surpassing 49.

	SPEED			EF	FICIEN	CY		OPERATION		
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	4.78	5.50	1.40	3.41	3.93	283	325	0	67	
1500	6.17	7.10	2.20	2.80	3.23	232	267	1	67	
2000	7.47	8.60	3.70	2.02	2.32	167	192	3	72	
2500	8.08	9.30	5.90	1.37	1.58	113	131	5	76	
3000	9.73	11.20	8.20	1.19	1.37	98	113	5	79	
3500	12.60	14.50	10.50	1.20	1.38	99	114	5	84	
4000	25.63	29.50	12.80	2.00	2.30	166	191	4	84	
4500	29.55	34.00	16.10	1.84	2.11	152	175	3	87	
5000	33.54	38.60	21.40	1.57	1.80	130	149	3	89	
5500	38.06	43.80	25.90	1.47	1.69	122	140	3	88	
6000	42.23	48.60	28.00	1.51	1.74	125	144	3	89	
MOST	CONOM	CAL CRU	ISING SPE	ED						

REGAL BOATS ando, Florida; 800-US-REGAL; regalboats.com



BOATING **CERTIFIED TEST** RESULTS

HIGH POINTS

- ► Ilmor V-8 dual-prop powerplant speaks with a throaty authority.
- ▶ There are plenty of options, controls and toys to keep owners entertained.
- Tough to deny Formula's quality and appearance.

SEE THE VIDEO

To watch our video review of the 270 Bowrider, scan this tag or visit boatingmag .com/bba20/ formula270br.



SPECS: LOA: 27'0" BEAM: 8'6" DRAFT: 3'4" DRY WEIGHT: 6.200 lb. SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 101 gal HOW WE TESTED: ENGINE: Ilmor 6.2-liter GDI-S OPS 380 One Drive DRIVE/PROPS: Ilmor Dual Prop/22.5" and 24" pitch C/R GEAR RATIO: 2.18:1 FUEL LOAD: 75 gal. CREW WEIGHT: 400 lb

ormula boats usually delight owners, and this 270 BR should do likewise. As a beautiful lake toy, sandbar party boat, evening cruiser and restaurant hopper, having this boat at your dock tells others you've made it-and with good taste to boot. The new Ilmor One Drive engine/dual-prop drive package puts icing on this rich dessert. Spinning its contra-rotating props at 6,000 rpm, we flashed a steady 50.8 mph on our GPS and radar gun. While we bet that no one will be counting gallons, best cruise is at 28 mph and 3,500 rpm, where

we recorded 2.7 mpg. With the 101-gallon tank, that's a tidy 244-mile range leaving 10 percent in reserve.

As for handling, this one's all deep-V, no mistaking it. Tabs down and drive tucked, we saw 5.9 seconds to plane and 9.3 seconds to 30 mph.

Turning was sure-footed and deeply banked at any speed, using the full keel of the 270 as a rudder. Crossing wakes and chop proved effortless, no matter our speed. This is a great rough-water hull, built to handle snotty seas whether on an inland lake or a busy channel.

Inside, the bow features a well-hidden optional anchor windlass and locker, followed by a firm yet comfy bowrider salon, replete with USB ports and cup holders strategically located for all.

Removable cushions transform it into a sunbathing suite. The cockpit features a nicely designed and surprisingly roomy portside head/storage locker accessed by a latching, hinged door. Storage for cushions and whatnot abounds behind the starboard-side dash.

The dash layout is jet-inspired, with

	SPEED			EFI	FICIEN	CY		OPERATION		
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	4.5	5.2	1.6	2.8	3.3	256.7	295.4	1	69	
1500	6.4	7.4	2.3	2.8	3.2	254.1	292.5	2	74	
2000	7.4	8.5	4.5	1.6	1.9	149.2	171.7	4	75	
2500	13.2	15.2	6.5	2.0	2.3	184.7	212.6	4	79	
3000	18.4	21.2	8.6	2.1	2.5	194.7	224.1	4	81	
3500	24.5	28.2	10.5	2.3	2.7	212.1	244.1	4	83	
4000	29.0	33.4	13.1	2.2	2.5	201.4	231.8	4	87	
4500	34.8	40.1	17.7	2.0	2.3	179.0	205.9	4	91	
5000	39.4	45.3	22.3	1.8	2.0	160.5	184.7	4	87	
5500	44.1	50.8	27.7	1.6	1.8	144.9	166.7	4	89	
MOST	ECONOMI	CAL CRU	ISING SPE	ED						

FORMULA BOATS
Decatur, Indiana; 260-724-9111; formulaboats.com

Price: \$251,950

more than enough controls, digital and analog readouts, and switches to keep the pilot entertained and engaged. For sure, attention is required. The Ilmor throttle/ shift control adds a custom touch with precise actuation.

Storage abaft is plentiful under the L-shaped reversible-back lounger, which provides great alternative seating options at rest or underway.

The engine-room rigging beneath this lounger is top-shelf. Everything is routed and properly supported, and there's great access to the engine from each side.



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NEW

NC Sport Line

Introducing the new NC 895 SPORT! This 29-foot V-shaped hull was designed to be stable and fast. From exploring quiet creeks to discovering new coves to anchor in overnight, it's time to gear up and plan your next adventure.









- switches are easy to access and ensure batteries are isolated during storage.
- Optional refrigerator keeps drinks cold.
- Generous use of stainlesssteel cleats, rub rails, grab handles and cup holders ensure durable good looks.

SEE THE VIDEO

To see our video review of the 280 SS, scan this tag or visit boating mag.com/bbg20/ crownline280ss.



SPECS: LOA: 27'10" BEAM: 8'6" DRAFT (MAX): 3'1" (drives down)" DRY WEIGHT: 6.100 lb. SEAT/WEIGHT CAPACITY: 11/2.230 lb. FUEL CAPACITY: 75 gal HOW WE TESTED: ENGINE: Mercury 6.2L 350 hp DRIVE/PROP: Sterndrive/B3 GEAR RATIO: 2.2:1 FUEL LOAD: 30 gal. CREW WEIGHT: 250 lb.

ercury's 6.2-liter 350-horsepower sterndrive and Crownline's 280 SS make an outstanding team. The deep-V hull coupled with Mercury power steering and digital throttle and shift make driving the 280 SS a dream. It accelerated quickly, reaching an exciting top speed in excess of 50 miles per hour with such smooth, confident control, your grandmother would be happy skippering it.

That was our first impression as we slid the throttle forward on the water in Tampa Bay. Our second impression was how solidly the boat is built. On the best

days, Tampa Bay is a choppy mess with plenty of rec boats stirring it up, commercial ships making it worse, and relentless wind ensuring all that turbulence is as bad as possible. But the 280 slid through it like a hot knife through butter.

The dash is laid out like a luxury car with a Garmin GPSMap for a head-up display reporting every bit of engine data the V-8 block makes available. Then, analog gauges on either side of it complete a fighter-pilot-cockpit look, and a coaming bolster by the throttle makes skippering it an armchair affair.

The radar arch is electric and retractable, and an integrated Bimini provides shade over the spacious cockpit seating.

The aft lounge can form a forwardfacing couch or you can lay down the seatback to create a sun lounge wide enough for at least two people. A jump seat behind the helm bucket has a backrest on top and a cooler pocket underneath. Added refreshment comes from a drop-in cooler in the cockpit sole.

A passenger bucket seat behind the portside console swivels like the captain's

	SPEED			EF	FICIEN	UY		OPERATION		
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	4.8	5.6	1.9	2.5	2.9	171.3	197.2	0	38	
1500	6.8	7.8	3.1	2.2	2.5	147.6	169.8	1	69	
2000	8.6	9.9	4.9	1.8	2.0	118.5	136.4	3	71	
2500	14.9	17.1	6.3	2.4	2.7	159.2	183.2	4	76	
3000	20.6	23.8	7.3	2.8	3.3	190.8	219.6	2	79	
3500	26.4	30.4	9.6	2.8	3.2	185.7	213.8	1	82	
4000	31.8	36.7	13.2	2.4	2.8	162.6	187.2	1	84	
4500	36.7	42.3	18.0	2.0	2.3	137.7	158.4	1	87	
5000	41.1	47.3	25.0	1.6	1.9	110.9	127.6	1	90	
5400	43.9	50.5	27.9	1.6	1.8	106.2	122.2	1	91	
MOST ECONOMICAL CRUISING SPEED										

Price: \$133,838

CROWNLINE BOATS

chair to join the aft seating in a circular conversation pit interrupted only by a transom walk-through. We liked the tough foam-mat surface on the walkthrough and large swim platform for its comfort and good looks. Ahead of the passenger bucket seat, the console opens like a James Bond bookcase and reveals a large changing room-our tester was equipped with a flushing head and freshwater sink, and was ventilated and lit by a port light.

Power, comfort and luxury come together perfectly on the Crownline 280 SS.











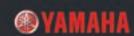
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TEST RESULTS







HIGH POINTS

- Helm door makes kicking out fenders or grabbing dock lines easy.
- Outhoards remove many maintenance issues in salt water and open up the cockpit.
- Great access to service points. shut-offs and batterv switches.

SEE THE VIDEO

To see our video review of the NC 895 Sport, scan this tag or visit boatingmag .com/bba20/ jeanneaunc895.



SPECS: LOA: 29'3" BEAM: 9'10" DRAFT: 2'0" (hull/outboards up) DRY WEIGHT: 7,275 lb. (approx.) SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 158 gal. HOW WE TESTED: ENGINES: Twin 250 hp Yamaha V-6 4.2-liter DRIVE/PROPS: Outboard/Yamaha Saltwater 15%," x 15" Series II stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 100 gal WATER ON BOARD: 10 gal. CREW WEIGHT: 1,300 lb

ou'd expect voluptuous lines from a French boat, right? While attractive, the Jeanneau NC 895 Sport borrows from the ultimate functionality of a commercial fishing boat and takes an upright stance with a square pilothouse, the top of which rakes slightly forward. And that's great because, in addition to looking salty, this geometry helps deliver one of the most unique layouts in boats under 40 feet (length overall).

For example, that big pilothouse gives you a bright interior, with windows that start below seating level and

go right to the ceiling. Want to feel cool and taste the tang of the breeze? Two big sunroofs slide open separately, a big opening window opens on the port side, and the skipper has a walk-through sliding door next to the helm seat, which is perfect for talking to the deck crew without yelling, or for grabbing lines if vou're short-handed.

We loved the cockpit, with a sliding bench seat so the outboards tilt clear of the water (no corroded zincs) and optional seating for an alfresco dining table.

But the cabin is particularly cool, with two real staterooms (each with a door) plus an enclosed head, complete with shower and nearly 6 feet of headroom.

The forward berth is 7 feet long-no tangled toes-while the aft berth is nearly queen-size; both cabins have 6 feet of headroom. Each gets great light from hull-side windows.

The pilothouse has a compact galley (single-burner stove/fridge/sink), plus a four-seater dinette with the forward seat converting into a companion seat while underway. Bonus points for

	SPEED			EF	FICIEN	CY		OPERATION		
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	4.9	5.6	2.6	1.9	2.2	266.1	306.3	NA	NA	
1500	6.6	7.6	4.5	1.5	1.7	208.7	240.2	NA	NA	
2000	7.5	8.6	6.8	1.1	1.3	156.3	179.8	NA	NA	
2500	8.3	9.5	10.3	8.0	0.9	114.0	131.2	NA	NA	
3000	8.9	10.2	12.9	0.7	8.0	97.7	112.4	NA	NA	
3500	22.9	26.4	16.8	1.4	1.6	194.2	223.5	NA	NA	
4000	27.1	31.2	21.0	1.3	1.5	183.6	211.3	NA	NA	
4500	30.8	35.5	26.0	1.2	1.4	168.7	194.2	NA	NA	
5000	34.3	39.5	32.3	1.1	1.2	151.1	173.9	NA	NA	
5500	37.7	43.4	38.4	1.0	1.1	139.7	160.7	NA	NA	
6000	41.2	47.5	50.5	8.0	0.9	116.1	133.6	NA	NA	
MOST	CONOM	CAL CRU	ISING SPE	ED						

JEANNEAU Annapolis, Maryland; 410-280-9400; jeanneauamerica.com

one-level sole from helm to transom.

The skipper gets a tidy dash with room for dual monitors, and our test boat had a bow thruster to ease docking woes.

Power is your choice of either twin Yamaha 200 hp or 250 hp outboards (get the 250s), which pushed us to 47 mph even while the Yamaha guys fooled with props.

By the way, this Jeanneau is solidly built by craftsman in Poland, and more than 1,500 are plying the water in Europe. French-designed, Polish-built, this American boat tester loved it.



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- ▶ The comfortable bow offers customizable seating and can be used while under way
- Optional bow shade adds even more protection and comfort when at anchor.
- Outboard propulsion provides economical cruising and is great for pulling up to the beach.
- Room for the whole family to sleep comfortably for overnight aetaways.

SPECS: LOA: 32'5" BEAM: 10'7" DRY WEIGHT: 13,911 lb. DRAFT: 3'7" SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 220 gal. AVAILABLE POWER: Twin Mercury 350 Verado

oes your ideal boat combine the comfort of a cruiser, the styling of a coupe and the versatility of a bowrider? Then you have to check out the latest addition to Sea Ray's acclaimed Sundancer line, the 320 Coupe Outboard.

With a full windshield enclosure-with opening side windows-the cabin offers comfort and protection, while the hardtop features an opening canvas sunroof to let in more light and fresh air as you please. Slide the port windshield over to access the bow, and passengers are treated to a large sun pad with actuating headrests, arm-

rests and seats. A stowable table is easily set up for entertaining. And the best part? The bow can be enjoyed while under way.

Belowdecks, the 320 Coupe sleeps four comfortably. The aft berth houses two sliding twin beds that can be combined into a queen, while the forward berth's lounge table can convert into a full-size bed via filler cushion. A galley with sink, refrigerator and microwave-combined with the fully enclosed head, vanity and shower—allow for easy weekends away.

At the helm, the captain has full control of the Mercury outboards via joystick, which allows for intuitive control of the boat and make docking in tighter spaces a breeze. Twin. 9-inch Simrad touchscreen displays feature the NAUTIC-ON Smart Boat System, allowing owners to keep abreast of the 320 Coupe's systems from anywhere. The bolstered bench sports a reversible companion seat, great for joining the conversation in the cabin.

Aft of the helm, the Sundancer shows off all the amenities of a well-appointed weekender's cockpit. The wet bar directly behind the captain's bench is a must for entertaining,



SEA RAY BOATS noxville, Tennessee; 856-522-4181; searay.com

Price: \$376,549 (starting)

while the wraparound lounge seats provide both comfort and ample storage. Overhead, the hardtop houses an extending sunshade to provide passengers extra protection and comfort when needed. Fusion speakers spaced throughout the boat keep the audio entertainment flowing, while zone control allows catering to different tastes.

The 320 Coupe Outboard is a wellrounded, well-appointed addition to the Sundancer line, because Sea Ray has created a multipurpose boat that checks off many families' needs and desires.

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- Hardtop adds good looks and shade to the cockpit.
- Hardwood sole in the salon and wood stens add luxurv.
- Optional refrigerator operates on 12. 24 or 120 volts.

SEE THE VIDEO

To see our video review of the 345 SY, scan this tag or visit boating mag.com/bbg20/ monterey35sy.



SPECS: LOA: 33'10" BEAM: 10'10" DRAFT (MAX): 2'10" (engines down) DRY WEIGHT: 13,700 lb. SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 180 gal HOW WE TESTED: ENGINE: Mercury V-8 FourStroke 300 hp DRIVE/PROP: Outboard/Eco XP 17.5 3-blade stainless steel GEAR RATIO: 1.85:1 FUEL LOAD: 130 gal. CREW WEIGHT: 530 lb

utboard power amplifies the liveaboard space offered by this 34-foot personal yacht. Instead of taking up valuable space with engines in the hull, mounting outboards on the transom returned the space to creature comfortsthe Monterey 345 SY makes excellent use of it to provide comfort and convenience.

The salon belowdecks is roomier than 38s we've been on. A large double berth forward isn't cramped by equally roomy couches lining the starboard side and forward bulkhead against the berth. Capitalizing on the extra interior space,



an aft couch completes three sides of comfortable seating. Convert it to another double berth for cozy quarters.

An ample portside galley features a sink, stove, microwave and generous counter space. To starboard is a head compartment with shower, flushing head, sink and a port light for illumination and ventilation. The salon also is lighted naturally with stylish side glass and an overhead hatch. In evening hours, subdued lighting provides ambience.

Topside has plenty of seating to enjoy the exciting ride. An aft lounge converts into a huge sun pad-a trademark of Monterey. From the portside transom door to aft of the skipper's double-bench seat, couches surround the cockpit.

A refreshment galley with a standard sink boasts an optional refrigerator. A cocktail table can be mounted or stowed beneath the aft lounge. Added lounging options include the dual sun pad at the bow, and that area is made secure by a surrounding stainless-steel rail.

That's what the outboard power does inside the boat, but what it does on the

	SPEED			EF	OPERATION					
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	4.2	4.8	0.9	4.6	5.3	216.9	249.6	1	66	
1500	5.9	6.8	1.4	4.2	4.8	196.1	225.6	2	69	
2000	7.1	8.2	2.3	3.1	3.5	144.1	165.8	3	70	
2500	12.3	14.2	3.5	3.5	4.1	165.0	189.9	5	75	
3000	19.5	22.5	3.9	5.0	5.8	234.1	269.4	6	78	
3500	24.5	28.2	5.1	4.8	5.5	224.5	258.3	5	82	
4000	28.5	32.8	6.9	4.1	4.8	193.3	222.5	4	83	
4500	31.7	36.5	8.7	3.6	4.2	170.4	196.1	3	83	
5000	34.2	39.4	10.9	3.1	3.6	147.0	169.2	3	85	
5500	37.5	43.2	14.1	2.7	3.1	124.5	143.2	2	86	
6000	39.3	45.2	15.1	2.6	3.0	121.7	140.1	2	87	
MOCT FOONIONTON ORDERO										

MONTEREY BOATS lliston, Florida; 352-528-2628; montereyboats.com

Price: \$335,273

transom is even more exciting. Excellent acceleration and satisfying top speeds make it as sporty as it is comfortable. Mercury's integrated throttle and shift and power steering offer smooth operations, and our test boat was equipped with Mercury's Joystick Steering and autopilot.

We used Skyhook to hold our position and the autopilot to return to port by tapping out a route on the Raymarine.

Power, automation, comfort and good looks are hallmarks of a Monterey-and this one checked every box on the roster.

CRUISERS YACHTS 38 GLS

HIGH POINTS BOATING interlock on beach door to prevent use **TEST** when engines are running.

CERTIFIED RESULTS

- Thoughtfully designed helm with noreflection dash and bolstered seat
- Nice touches include standard vacuum (sandy feet!). microwave and screen door to prevent no-see-ums from entering the cabin.
- Smoothriding hull with 21-plus-degree deadrise to handle chop.



SPECS: LOA: 38' BEAM: 12'6" DRAFT (MAX): 44'3" DRY WEIGHT: 23.916 lb. SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 335 gal HOW WE TESTED: ENGINES: Twin 300 hp Mercury Verado DRIVE/PROPS: Outboard/16" x 18" 4-blade GEAR RATIO: 1.75:1 FUEL LOAD: 200 gal. CREW WEIGHT: 850 lb.

he new Cruisers Yachts 38 GLS takes all the ingredients vou really, really want-bowrider, outboard, luxury overnighter-and blends them into a delightful concoction. Upon first boarding and walking through the 38 GLS, most first-time boat shoppers will take away several high points, such as the foldout "beach door" that turns a big chunk of the starboard coaming into a water-level replacement for the transom platform you lose with outboards. It's an elegant solution for allowing the corrosion resistance and other benefits of outboard power,

while simultaneously offering the ability to use the stern of the boat as a swimming. lounging and socializing center.

Even better, the aft seating swivels to face this "beach" so that parents can watch their little water rats paddle around. The rest of the 38 GLS's capacious cockpit is notable for offering a full bar-complete with stools-and an outdoor kitchen including a grill, sink, refrigerator and an ice maker. Cruisers Yachts makes the most of the bowrider seating with streamlined headrests and a removable table, adding flexibility and function.

The other takeaway is the cabin, which surprises first with 6 feet, 5 inches of headroom, second with a nearly queensize berth in a private stateroom for naps or overnighting, and last-but really important-is an enclosed head with a hot-and-cold freshwater shower. No more rinse-offs on the transom, although there is another shower there. The settee/ dinette below also converts into a double, offering comfy sleeping for four.

Standard power is a trio of 300 hp Mercury Verado outboards (350 hp Verados are optional), and we easily hit 53 mph with a bunch of people aboard and a full fuel tank. These Mercs give you joystick maneuvering for docking; they're surprisingly fuel-efficient too.

Want to play with water toys? The twin 300 hp Mercury outboard engines hit planing speed-22 knots-in just 5.5 seconds, and ran flat-out at top speed in 21 seconds.

Another convenience option is a 5.5 kW generator to power the cabin's air conditioning or run the blender at the sandbar.

	SPEED			EFI	OPERATION					
				naut.	stat.	n. mi.	s. mi.	sound		
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	4.6	5.3	3.9	1.2	1.4	356.0	409.7	0	71	
1500	6.2	7.2	3.1	2.0	2.3	603.0	700.3	0	72	
2000	8.6	9.9	9.7	0.9	1.0	267.4	307.7	3	74	
2500	9.3	10.7	14.4	0.6	0.7	194.7	224.0	4	76	
3000	10.1	11.6	20.4	0.5	0.6	149.0	171.4	6	80	
3500	13.2	15.2	25.9	0.5	0.6	153.8	176.9	6	83	
4000	25.7	29.6	33.2	8.0	0.9	233.2	268.4	4	84	
4500	32.2	37.0	41.8	8.0	0.9	231.9	266.9	2	85	
5000	37.3	42.9	44.2	8.0	1.0	254.3	292.6	2	86	
5500	41.0	47.2	58.1	0.7	0.8	212.8	244.9	2	88	
6000	45.6	52.5	71.0	0.6	0.7	193.7	222.9	2	88	
MOST	MOST ECONOMICAL CRUISING SPEED									

CRILISERS VACHTS ito, Wisconsin; 800-743-3478; cruisersyachts.com





- Doublestepped hull provides a areat runnina attitude at high speeds.
- Premium gelcoat features custom Donzi graphics.
- ► Top speed? A blazing 120 mph with the twin Mercury Racing 860s.
- Shadowcaster Liahtnina Svstem controls underwater cockpit and engine lights as a group or individually.
- ▶ The custom Livorsi gauges are a performance boat staple.
- Custom SeaDek floorina provides style as well as comfort underfoot.

SPECS: LOA: 38'3" BEAM: 8'3" DRAFT (MAX): 2'4" DRY WEIGHT: 9.500 lb. SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 250 gal AVAILABLE POWER: Mercury Racing 565 or 860 inboards

ith the reintroduction of the 38ZRC, Donzi is bringing back a modern performance-boat classic. When we reviewed the last version of the boat in 2008, our intrepid boat tester wrote, "Donzi got it right with the latest incarnation of its 38ZRC." Those words still hold true today.

The first thing that stands out is the boat's style. It is long and slender-with a narrow 8-foot, 3-inch beam-and sports a glossy gelcoat finish and eye-popping performance graphics. Donzi uses multiaxial laminates with 100 percent VE res-

ins. When you lower the throttles. Donzi reports a top speed of over 120 mph with the staggered Mercury Racing 860 engines paired with M6 drives. (If you want to tone it down a little, you can opt for the Mercury Racing 565 engines.) Its doublestepped hull rides with a level attitude for excellent handling at high speeds.

This Donzi is lightweight for its size yet solid thanks to its composite stringer system with a fiberglass inner liner and highdensity cored hullsides. The finished and highly organized engine compartment makes it easy to maintain your choice of performance power.

At the helm, the carbon-fiber dash houses Livorsi analog gauges as well as a Garmin 8610 and Vessel View screen. A matching set of gauges sit on the passenger side, along with a second Vessel View display. The Livorsi controls for the throttle and F-N-R are easily reached from the console in between the seats. The driver and throttleman are protected by jetcanopy-style windscreens that help the boat keep its aerodynamic shape. Three plush and secure passenger seats behind



DONZI MARINE
Washington, North Carolina; 252-975-2000; donzimarine.com

the helm round out the cockpit seating for your crew. There are grab bars for safety and cup holders for convenience.

As for bling, the 38ZRC has it in spades. The Shadowcaster system will make the boat come alive with light. And the custom stainless-steel hardware looks great any time of day. The JL Marine sound system provides premium entertainment with clean, crisp audio. Whether you're rocking out at the dock or blasting along at top speed, the 38ZRC will command the attention of all who happen to see it.



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Introducing the world's first Bowrider Pontoon with a recessed bow.



The 2020 Bennington R Series Bowrider was brought to life through breakthrough engineering and a forward-thinking mindset. By dropping the front of the pontoon, we're increasing driver sightlines while bringing riders closer to the water for an optimum experience everyone can see and feel. Experience the Bowrider yourself at your local boat show or Bennington dealership.

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- ☑ Top-of-the-line performance & control comes standard
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- Designed to fit standard boat lifts and tritoon trailers





Vantage-Point™ Captain's View

- ☑ Low-profile rails, View-Ports™, & step-down bow enhance captain's sightlines.
- Easy to drive with increased forward visibility in all driving conditions, including docking & picking up fallen skiers
- Similar to stadiums, the driver can easily see & communicate with passengers

U-Lounge™

- Versatile conversation-friendly step-down bow seating with the ultimate in comfort and "near water" rider experience
- Sport interior with comfortable taller lounge backs with adjustable headrests
- ☑ Large recessed lumbar pockets with USB ports for quick & secure storage
- Integrated bench-back storage accessible from in & outside the boat





View-Ports™ in the Bow Rails

- ☑ Increased port & starboard visibility for the captain & bow passengers
- Well placed grab handle for dock hands when docking
- Enjoyable "near water" rider experience
- Comfortable sandbar conversations



AVIARA AV36



HIGH

- Cool Feel upholstery does not get too hot to sit on.
- Available with outboards or sterndrives.
- Retractable bar-stool seats are sure to be copied.
- ► Ilmor One Drive provides a unique sterndrive experience.

SEE THE VIDEO

To watch our video review of the AV36, scan this tag or visit boatingmag.com/ bba20/aviara av36.



ODEDATION

SPECS: LOA: 36'8" BEAM: 10'10" DRAFT: 2'5" (drives up) DRY WEIGHT: 15.500 lb. SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 214 gal. HOW WE TESTED: ENGINES: Twin 430 hp Ilmor 6.2L GDI-S One Drive DRIVE/PROP: Sterndrive/14% x 23" 4-blade stainless steel GEAR RATIO: 2.18:1 FUEL LOAD: 148 gal. CREW WEIGHT: 600 lb

ew boats offer the luxury, innovation and air of exclusivity embodied in the Aviara AV36. The sleek angularity of the AV36's lines captivate the eye. Step aboard the broad platform of the sterndrive version we tested-this boat also comes with outboard powerand the visual theme continues, as fittings, fixtures, cushions and even the design cut into the attractive surface covering the cockpit sole all echo this geometric theme.

Look closer. Details include the expansive transom lounge. This hides stowage underneath, but also conceals an innova-

tive surprise: three bar stools that pop up to create instant seating. And where might the stereo speakers for the premium Klipsch audio system hide? Right behind the geometrically consistent brushed-aluminum grates, that's where. Beauty truly goes beyond skin deep aboard the AV36.

Our tester boasted twin 430 hp Ilmor 6.2L GDI-S One Drive sterndrives. These engines develop 479 foot-pounds of torque. Mash the throttle and you can feel the boat respond to your every input on the controls. As such, our test boat rocketed onto plane in 6 seconds flat, posted a zero-to-30-mph time of 10.5 seconds, and zoomed to 46 mph at wide-open throttle.

At the dock, the One Touch joystick offers one-handed control. A hydraulic clutch means no clunking into gear. Notably, Ilmor offers a four-year standard warranty and a seven-year/1,000-hour optional corrosion warranty, thanks to a standard closed cooling system that includes the exhaust manifolds in the glycol loop.

At the helm, the AV36 proves ultramodern and ultrachic. A clean trio of

	SPEED			EF	UPERALIUN				
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	5.21	6.00	2.14	2.44	2.80	469	540	0	74
1500	6.69	7.70	2.20	3.04	3.50	586	674	0	76
2000	7.91	9.10	4.55	1.74	2.00	335	385	1	81
2500	9.99	11.50	6.30	1.59	1.83	306	352	3	82
3000	14.60	16.80	8.40	1.74	2.00	335	385	5	86
3500	24.24	27.90	11.60	2.09	2.41	403	463	4	88
4000	28.85	33.20	15.09	1.91	2.20	368	424	4	89
4500	33.98	39.10	20.57	1.65	1.90	318	366	3	90
5100	40.06	46.10	28.40	1.41	1.62	272	313	1	93
MOST	сомомі	CAL CRU	ISING SPE	ED					

Vonore, Tennessee: aviaraboats.com

encen

screens places control of ships systems and accessories and all the intel you require at your fingertips. Aft of the helm resides a standard bar with sink and winebottle stowage, but the optional Gourmet Bar offers twin reefers and one, or even two grills, with the option of a built-in cooler too. Super swank.

Belowdecks, the cabin provides a private retreat for an overnighting couple, with its TV and wide berth. The berth easily converts into seating: perfect when hosting a crowd and the cabin serves as a comfort station for guests instead.









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- Storage bins forward with gull-wing doors, handle rods, dive tanks and fenders.
- wraparound seating hides insulated and self-draining compartments for fish or cold drinks.
- The curved one-piece windshield does a great job of diverting wind and spray.
- Storage—for rods, tanks, fenders and just gear-is everywhere.
- Clever electric backrests turn forward seats into lounges and, with electric table, into a sun pad.

SPECS: LOA: 40'0" BEAM: 11'1" DRAFT (MAX): 2'6" DRY WEIGHT (APPROX.): 18.500 lb. SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 483 gal. HOW WE TESTED: ENGINES: Triple Yamaha F300 DRIVE/PROP: Outboard/Yamaha SWS II 15" x 21" stainless steel GEAR RATIO: 1.73:1 FUEL LOAD: 200 gal. CREW WEIGHT: 450 lb.

he 407 Panacea from Intrepid Powerboats offers a multitude of great features, but we kept returning to the helm, wanting to grab the throttles and put the hammers down. And when we did, oh my! With three 300 hp Yamaha outboards on the transom propelling us across the water, we were at warp speed-60-plus mph-in a moment.

This boat defies the old adage and serves well in a number of missions with little compromise. Whatever you want to do-fish, dive, overnight, lounge at the sandbar ,or just go fast for the sheer,

unabashed joy of doing so-the 407 Panacea awaits your pleasure.

First, know that every Intrepid is custom-fitted to each owner's desires. You'll work closely with an Intrepid representative in ensuring your boat gets delivered exactly the way you want it.

The starting point is the strong, stiff, high-tech, resin-infused Intrepid hull with a vented step, three strakes per side and hard chines. That means three things: fast, efficient and soft riding.

Our test boat boasted everything from a husky hullside door (diving, boating fish, stepping onto docks) to a folding rear seat that was extremely comfy but quickly gone when you start baiting the lines.

Two 50-gallon livewells with windows are aft; another 30-gallon well is under the sole, and a bait prep area behind the helm has a sink, fridge, cutting board and huge pullout ice chest.

The skipper gets an ergonomic dash with room for twin 22-inch touchscreen monitors, plus rows of illuminated Bocatech push-buttons and a pair of racing-style bolstered seats. Nice.

	SPEED			EFFICIENCY				OPERATION		
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	5.6	6.4	3.8	1.5	1.7	636.2	732.1	0	69	
1500	7.0	8.1	6.6	1.1	1.2	463.6	533.5	0	74	
2000	10.7	10.7	10.2	0.9	1.1	396.3	456.9	2	76	
2500	13.7	15.8	15.2	0.9	1.0	392.7	451.9	6	78	
3000	19.1	22.0	21.9	0.9	1.0	379.5	436.7	5	83	
3500	26.9	31.0	29.6	0.9	1.0	395.6	455.3	3	88	
4000	34.8	40.0	36.5	1.0	1.1	414.0	476.4	2	88	
4500	40.0	46.0	50.3	0.8	0.9	345.5	397.5	1	92	
5000	45.2	52.0	65.5	0.7	8.0	299.9	345.1	1	92	
5800	53.0	61.0	79.5	0.7	0.8	289.8	333.5	1	95	

MOST ECONOMICAL CRUISING SPEED

Price: \$575,000 (base)

INTREPID POWERBOATS Largo, Florida: 954-922-7544: intrenidoowerhoats.com

The cabin has 6 feet, 3 inches of headroom, a minigalley with a microwave, fridge and sink, and a wraparound dinette that becomes a queen berth. The fully enclosed head has a full hot/cold shower too, so no roughing it here.

Power choices include triple Yamaha 425 XTOs if you're lusting for speed. A generator powers the air conditioning as well as blenders and other appliances for the sandbar, cove or anchorage.

Fast, seaworthy, soft-riding and very comfortable-this is a boat for all reasons.



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-	 	- 4	
-			

400/450/550

Sub-Ploor Ballant

3,500 Las

Length

22'5"

Passengers

16





- Stepped hull is efficient and quick.
- Midshin hoarding steps allow easy entry when the boat is abeam the dock.
- Carbonfiber reinforced hardtop proved as rigid as the hull in our tests.

SEE THE VIDEO

To see our video review of the 4200, scan this tag or visit boatingmag.com/ bba20/mystic 4200.



SPECS: LOA: 42'10" BEAM: 10'11" DRAFT (MAX): 3'0" DRY WEIGHT: 13,000 lb. SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 300 gal HOW WE TESTED: ENGINES: Triple Mercury Racing 450R DRIVE/PROPS: Outboards/Rev 4 14.6" x 24" 4-blade stainless steel GEAR RATIO: 1.6:1 FUEL LOAD: 180 gal. CREW WEIGHT: 600 lb

either Karl Keikhaffer nor Ole Evinrude could ever have dreamed their one- and twocylinder outboard motors would have evolved to V-8 blocks generating up to 400 hp. And, in fact, only Karl's did, followed by Yamaha's new 425 V-8. These big-block outboards changed everything in performance boating and spurred the evolution of boats such as Mystic's M4200 monohull speed boat.

Built of fiberglass and Kevlar, and topped with a structurally integrated carbon-fiber reinforced hardtop, this

enormous boat breaks 80 mph in lousy conditions and tickles the radar gun to 85 in cool, dry air.

And while 80 mph in an open boat can peel back the eyelids, Mystic has done cool things to keep passengers cozy at all speeds.

The dash is covered by a carbon-fiber panel into which three 24-inch Garmin chart plotters are mounted. The windshield is aviation-grade plexiglass and is flared outward to deflect wind away from the back seats. A pair of wind dams fold out of the console on each side, deflecting airflow, and at 80 mph, our passengers were comfortable.

They were also comfortable because of the luxurious seating on board. Gracefully contoured for a futuristic look, the seats were built with deep foam and supple UVprotected vinyl. Three seats at the helm kept the captain happy with his favorite crew, and mezzanine seating behind faces the wide bench lounge at the transom.

Convenient boarding pathways included a pair of steps that drop down from the bow deck, a starboard-side boarding door that opens inward to avoid interference at

	SPEED			EFFICIENCY					OPERATION		
				naut.	stat.	n. mi.	s. mi.		sound		
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level		
1000	7.0	8.0	6.1	1.1	1.3	307.7	354.1	0	73		
1500	9.4	10.8	11.5	8.0	0.9	220.3	253.6	2	78		
2000	13.1	15.1	18.0	0.7	8.0	196.8	226.5	3	82		
2500	19.6	22.5	24.3	8.0	0.9	217.2	250.0	2	85		
3000	26.2	30.2	34.9	8.0	0.9	203.0	233.6	1	89		
3500	40.4	46.5	41.5	1.0	1.1	262.9	302.5	1	89		
4000	44.8	51.5	53.3	0.8	1.0	226.7	260.9	1	91		
4500	49.4	56.9	54.8	0.9	1.0	243.6	280.3	1	93		
5000	57.5	66.2	75.4	8.0	0.9	206.0	237.1	1	94		
5500	57.7	66.4	93.0	0.6	0.7	167.5	192.8	1	95		
6000	65.3	75.1	116.0	0.6	0.6	151.9	174.8	1	96		
6500	68.6	79.0	130.0	0.5	0.6	142.6	164.1	1	97		
MOST	CONOM	CAL CRU	JISING SPE	ED							

MYSTIC POWERBOATS eland, Florida: 386-736-2247; mysticpowerboats.com

the dock, and a transom walkway to the cockpit accessible from port or starboard, thanks to the wide pathway forward of the motor rigging.

Mystic Powerboats' models are built to order, so you can choose your horsepower, audio and navigation equipment. Ours was equipped with bow and stern thrusters for easy maneuverability around the dock.

Our test boat was already sold to a well-known boat racer who was interested in entertaining his friends. After testing it, we could see why he chose it.





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Simply put, Evinrude makes your boat better.



- Panda Fisher genset is a lowemissions diesel generator for safety and convenience.
- Optional Sportmaster drives on the Mercs boost performance.
- Aft hench seating can be exchanged for a dual livewell and rigging for fishing.

SEE THE VIDEO

To see our video review of the 43 NX, scan this tag or visit boating mag.com/bbg20/ fountain43nx.



SPECS: LOA: 43'0" BEAM: 12'3" DRAFT (MAX): 3'3" (engines down) DRY WEIGHT: 15.800 lb. (with guad engines) SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 500 gal HOW WE TESTED: ENGINES: Quad Mercury 400R DRIVE/PROPS: Sportmaster Drives/Bravo 1 4-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 270 gal. CREW WEIGHT: 800 lb

ountain's new boats aren't just as exciting as always—they are even more so today. That's thanks to new high-performance outboards, better components and refined integration of electrical systems. The 43 NX is a perfect example of this.

First, you've got the quad Mercury 400 R outboards pushing the boat to exciting top speeds. Couple that with the crisp ride of the hull and the efficiency of the double-stepped design, and you've got the performance and luxury on which Fountain was founded. In turns, the stepped hull showed none of

the bad behaviors for which some steps are known. It stuck to the turns with just a tad of down trim and added throttle coming through. Handling was positive and smooth.

The helm's height and breadth accommodate triple Simrad 16-inch MFDs, plus Mercury's 7-inch vessel view and an audio controller; our test boat also was equipped with Optimus 360 joystick steering and autopilot. There is nothing missing to put the captain in command of both navigation and entertainment.

He's flanked by crew, sharing the threewide bucket seats with flip-up bolsters for stand-up driving. (Who can remain seated when a standing ovation is in order?)

The center-console design boasts all of the fishing accommodations for which Fountain's center-consoles are known, but manages to give luxury rides to everyone on board. A full-beam aft bench is only interrupted by port and starboard transom doors. There's also a starboard-side door with a folding ladder tucked under an adjacent hatch in the sole.

Forward seating includes a double lounge that we think would easily accom-

SPEED					EFFICIENCY						
					naut.	stat.	n. mi.	s. mi.		sound	
	rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
	1000	6.3	7.3	4.5	1.4	1.6	507.5	584.0	1	71	
	1500	7.9	9.1	7.2	1.1	1.3	395.4	455.0	1	71	
	2000	9.0	10.3	12.0	0.7	0.9	268.5	309.0	3	77	
	2500	10.3	11.8	19.4	0.5	0.6	190.3	219.0	5	80	
	3000	22.4	25.8	20.7	1.1	1.2	389.9	448.7	3	87	
	3500	31.1	35.8	25.5	1.2	1.4	439.2	505.4	2	86	
	4000	39.2	45.1	32.4	1.2	1.4	435.5	501.1	1	90	
	4500	42.4	48.8	38.8	1.1	1.3	393.5	452.8	1	91	
	5000	45.1	51.9	47.1	1.0	1.1	344.7	396.7	0	92	
	5500	49.3	56.8	57.0	0.9	1.0	311.5	358.4	0	92	
	6000	55.0	63.3	106.3	0.5	0.6	186.1	214.2	0	94	
	6500	58.9	67.8	114.8	0.5	0.6	184.8	212.6	0	97	
	MOST	CONOM	TCAL CR	LITSTNG SPI	-ED						

Price: \$856,900

FOUNTAIN POWERBOATS ashington, North Carolina; 252-975-2000; fountainpowerboats.com

modate three passengers; a curved walkway around it leads to wraparound bow seating too. An outdoor galley set behind the helm seats held an electric grill, sink and wine cooler. (Fishermen might swap that for a tackle center with baitwell.) Beneath it are two electric refrigerators, tackle storage and a waste basket.

For overnighting there is a queen berth below the console, complete with a private head, shower, sink and plenty of space for comfort. There's also a galley area with a microwave and sink.









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- Galley aft of the helm, with its grill and counter, forms a gathering point in the boat for socialization in much the same way as a kitchen island in a home.
- Bow seating is deep, safe, plushly upholstered, spacious and fun!
- ▶ Phenomenal access to the ship's systems in the cavernous mechanical space helowdecks
- ▶ Outboard power provides performance with virtually no smoke or vibration while enhancing corrosion resistance for coastal boaters.

SPECS: LOA: 43'6" BEAM: 13'0" DRAFT (MAX): 3'7" DRY WEIGHT: 21,800 lb. SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 400 gal. HOW WE TESTED: ENGINE: Triple 425 hp Yamaha XTO DRIVE/PROP: Outboard/163/4" x 19" 3-blade XTO stainless steel GEAR RATIO: 1.79:1 FUEL LOAD: 350 gal. CREW WEIGHT: 660 lb.

hile the trend of equipping large center-consoles with a bowrideresque layout isn't new, I have yet to see anyone else pull it off with the style and substance found aboard the Tiara 43 LS. The execution raises the bar for boats of this type. The flagship of Tiara Sport's lineup, the new 43 LS is equipped to entertain abovedecks for daytime fun afloat while pulling off overnight duty with luxury, style, comfort and little compromise. And because—like all Tiara Sport boat models the 43 LS is overbuilt to withstand the rugged waters found in its home on the Great

Lakes, it's got the offshore chops to reach almost any distant outpost, whether your destination is an Upper Peninsula cottage in Michigan, a Bahamian weekend or you hear a cruise to Catalina calling.

This 12-ton center-console with a deep-V hull that tapers to 21 degrees at the transom treats most lake and bay chop as a minor annoyance, and handles heavier seas outside the inlet with aplomb. Even with its stout construction, with the triple Yamaha XTO outboards this boat can get up and go, reaching 30 mph in under 9 seconds en route to a 53-mph top end speed.

It handles nimbly for its size, and the Yamaha Helm Master joystick system comes standard with the triple XTO package, so docking is no sweat. Our test boat came equipped with the optional Seakeeper SK6 Gyro, which neutralizes the rock and roll when idling or making slow headway in rough seas.

As far as layout, the Tiara Sport 43 LS has so many crowd-pleasing highlights that it's hard to list them all. One of the first ones to stand out is the aft, manually rotating U-lounge with a teak table

	SPEED			EFFICIENCY				OPERATION				
				naut.	stat.	n. mi.	s. mi.		sound			
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level			
1000	5.04	5.80	5.50	0.92	1.05	330	380	2	67			
1500	7.56	8.70	7.60	0.99	1.14	358	412	2	70			
2000	9.73	11.20	12.50	0.78	0.90	280	323	4	71			
2500	11.12	12.80	18.00	0.62	0.71	222	256	5	73			
3000	14.77	17.00	24.10	0.61	0.71	221	254	5	74			
3500	19.29	22.20	33.90	0.57	0.65	205	236	3	76			
4000	27.72	31.90	45.80	0.61	0.70	218	251	2	81			
4500	32.15	37.00	58.10	0.55	0.64	199	229	2	82			
5000	36.76	42.30	78.70	0.47	0.54	168	193	2	84			
5500	41.45	47.70	98.60	0.42	0.48	151	174	2	86			
6000	46.06	53.00	106.00	0.43	0.50	156	180	2	88			
MOST	MOST ECONOMICAL CRUISING SPEED											

TIARA SPORT lolland, Michigan; 616-392-7163; tiarasport.com

that can face aft or forward. Then there's the galley that sits under the hardtop between the helm and the U-lounge. It features rear-facing seating as well as an array of amenities-expect people to gather around it like they would an island bar in a kitchen. The bow cockpit is another great area to hang and socialize, with three forward-facing backrests to lounge upon or wraparound bow seating. Throw in the forward and midship berth in the cabin that sleeps four, plus the well-appointed head, and you've got a keeper.





Tips for towing tubers.

Tubing is a catch-all term. Whether you a tow your crew atop a six-seater sea serpent, a torpedo for two, or a bona fide single-person tube, tubing provides a ton of fun for all age groups. The skill level required for riders and boat skippers might be less than that required for wakesurfing, wakeboarding or water skiing, but attention to safety must be maintained. No article can cover all scenarios. However, these tips should serve as a primer to those boaters new to tubing and a refresher course for old hands at the helm. -Kevin Falvey

KEEP CLEAR Stay at least three towrope lengths away from shore, docks, navigation aids, moored boats, and any other obstructions and shallow water. If your **WEAR LIFE JACKETS** Everyone wears a life jacket. It doesn't matter that your 34-year old cousin Jethro worked as a lifeguard and reached all-county status for



Scan this tag to view how-to video tips for safely picking up a rider, swimmer or diver from the water, or visit boating.mg/ propstrike.

crew wipes out, they can be hurt.

THROTTLE BACK

Keep your speed under 20 mph, max. Hitting the water going fast can break a neck, a limb or cause other horrific injury. We skippers need to keep our responsible hat on and put the welfare of our crew first-even if they disagree.

his swimming exploits back at old Horace Harding High, (Go Jaguars!) If there is a wipeout, an injury might occur that can turn a rider into a victim faster than you can say, "But he was such a good swimmer."

TOW LOW Even tied to a flush ring off the transom-a nose-diving tube can cause loss of control and/or a blown-out prop hub. Do not tow from wake towers or tall ski pylons. When tubes nose-dive, they exert tremendous boat-stopping power that can pull a boat over on its side if the tow point is too high.

KEEP A LOOKOUT

Some tube riders just keep going and going and going until the captain and crew aboard the boat become complacent and, subsequently, casual about watching what's going on in the wake. That's exactly the time your lulled-by-thefun rider will fall off or another boat will dart toward your wake



from behind a point or out of a cove. Maintain vigilance and formally assign one crewmember aboard to be the lookout.

PICK UP? SHUT

DOWN! There is no reason to leave the engine(s) running when picking up tubers. Even if you are simply pulling them in from atop the float, the engine should be off to eliminate the risk of injury from propellers, exhaust and a boat that might lurch if its engine is left idling. If your boat is equipped with a generator, shut that down too.

THE RIGHT ROPE

Don't repurpose a ski towrope for a tube towline. For one thing. the handle or handles will bounce and skip and splash water onto the tubers. For another, tubes, most of which carry multiple riders, exert much more pressure than a skier or wakeboarder, so they require stronger lines. Usually the tube itself will be imprinted with the minimum breaking strength required to tow it safely. Invest in that towrope.

he watersports segment of recreational boating is unlike any other because the experience behind the boat matters just as much, and sometimes more, than the experience aboard it. Manufacturers continue to pour countless hours into research and design to create clean, rideable wakes and waves that aren't just high-performing, but are easily adjusted to suit a variety of skill levels, as well. Of course, nothing beats a day of watersports fun with friends and family, and thanks to all that R&D and all the models on the market today, that fun is available to more boaters than ever before.







- Garage-friendly size without sacrificing wake or wave.
- Wet Sounds stereo with six speakers.
- AW20 watersports tower elevates tow point; optional shock package eases raising and lowering.

SEE THE VIDEO

To see our video review of the A20. scan this tag or visit boatingmag .com/bbg20/ axisa20.



SPECS: LOA: 2010" BEAM: 812" DRAFT (MAX): 213" DRY WEIGHT: 3.500 lb. BALLAST: 3.810 lb. SEAT/WEIGHT CAPACITY: 11/1.551 lb. FUEL CAPACITY: 42 gal. HOW WE TESTED: ENGINE: Malibu Monsoon M5Di DRIVE/PROPS: V-Drive/OJ 950 15" x 13" 4-blade nibral GEAR RATIO: 1.5:1 FUEL LOAD: 42 gal. CREW WEIGHT: 360 lb.

xis Wake Research boats, built by premier towboat builder Malibu, aims to deliver similar quality and technology to the parent line of boats at a more affordable price. In addition to being the lowest-priced boat in the Axis lineup, the all-new A20 proves small enough to easily tow and store on its trailer in many residential garages. During our test, we noted that, for a 20-foot boat, it also produces a surprisingly solid wake. Add more crew for more ballast-and more fun-and the wakes and waves will continue to grow in size and excitement.



A collection of standard and optional equipment produced that wake on our test boat. Settling the boat deeper still is accomplished via water ballast, up to 2,310 pounds spread between three standard hard tanks and flexible plug-and-play ballast bags housed within storage compartments in the bow and stern. Axis Performance Surf Package then amplifies them further, shaping them to perfection. The Surf Gate's vertical tabs pivot outward to build and shape the wake on a particular side. Their fast response enables surf riders to switch sides without pausing to reconfigure. The optional Power Wedge III hydrofoil simulated another 1,500 pounds of ballast; its angle could be finetuned to change wake shape and push, as well as helping the boat plane off more quickly with it's lift mode. Ballast, Surf Gate and the Power Wedge are controlled via convenient buttons on the dash.

Like most passengers, our attention was frequently on the action happening in the wake, so we judged the rear-facing skybox seat a winner. It's actually the center bench, slid into the cockpit on a

	SPEED			EF					
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.2	4.8	0.9	4.6	5.3	216.9	249.6	1	66
1500	5.9	6.8	1.4	4.2	4.8	196.1	225.6	2	69
2000	7.1	8.2	2.3	3.1	3.5	144.1	165.8	3	70
2500	12.3	14.2	3.5	3.5	4.1	165.0	189.9	5	75
3000	19.5	22.5	3.9	5.0	5.8	234.1	269.4	6	78
3500	24.5	28.2	5.1	4.8	5.5	224.5	258.3	5	82
4000	28.5	32.8	6.9	4.1	4.8	193.3	222.5	4	83
4500	31.7	36.5	8.7	3.6	4.2	170.4	196.1	3	83
5000	34.2	39.4	10.9	3.1	3.6	147.0	169.2	3	85
5500	37.5	43.2	14.1	2.7	3.1	124.5	143.2	2	86
6000	39.3	45.2	15.1	2.6	3.0	121.7	140.1	2	87
MOST	CONOM	CAL CRU	ISING SPE	ED					

AXIS WAKE RESEARCH Loudon, Tennessee, ORF (FO. 57) oudon, Tennessee; 865-458-5478; axiswake.com

track to create legroom. Suggestion? Add the optional backrests for greater comfort. Elsewhere, seating rings the main cockpit perimeter, and the bow cockpit is one big playpen. Thanks to the relocation of the batteries from the observer seat to the bow, underseat storage extends all the way through the port console.

Malibu's Monsoon M5Di generated plenty of torque to pop riders atop the water. Top speed? It's an afterthought on a tow-sports boat, but we hit 39.2 mph.

That's all you really need.

MOOMBA KAIYEN

HIGH POINTS

- Four rider presets make setting up the Kaiyen's wakes and waves easy for all.
- Wireless phone-charging pad on the dash is a big plus.
- ▶ Roswell Pro Tower (optional) is equipped with surf tow points on either side.

SEE THE VIDEO

To watch our video review of the Kaiyen, scan this tag or visit boatingmag .com/bba20/ moombakaiyen.





SPECS: LOA: 21'5" BEAM: 8'6" DRAFT: 2'3.5" BALLAST: 3,700 lb. DRY WEIGHT: 4,500 lb. SEAT/WEIGHT CAPACITY: 15/2,100 lb. FUEL CAPACITY: 45 gal. HOW WE TESTED: ENGINE: 350 hp Indmar Raptor DRIVE/PROP: V-drive/OJ 15.5" x 16.5" GEAR RATIO: 1.76:1 FUEL LOAD: 41 gal. CREW WEIGHT: 310 lb.

uilt in the same vein as its bigger sister, the Makai, the Kaiyen is designed to bring versatile watersports fun to a range of users at an affordable price. At 21 feet, 5 inches, the Kaiyen offers room for a crew of 15, while delivering solid wakes and waves thanks to 3,700 pounds of ballast and onboard systems such as Autowake and the optional Flow 3.0 Surftabs.

The smaller size of the Kaiyen has several big advantages, especially for those boaters who don't need something larger. Towing and stowing are easier, especially when optioned with the Roswell Pro tower, which, when lowered, allows the Kaiyen to fit through an 8-foot garage door.

Fuel economy is better, and handling-especially in tight docking situations—is not as nerve-racking.

While the Kaiyen is smaller, it still delivers fun, capable wakes and waves, great for beginners and even some more serious riders. The wakes present a great shape that you can customize with the transommounted wake plate, while the wave offers ample push, even for bigger riders. Add more friends (or ballast) to the Kaiyen and the wave only grows.

The 350 hp Indmar Raptor offers plenty of punch in this smaller boat, making it a fun driving experience all around, whether wakesurfing or cruising across the lake.

The helm offers a mix of analog and digital controls, highlighted by the 7-inch touchscreen display with menus for ballast, Autowake, speed control and more. Four presets keep things easy to use for riders and the captain-choose your preferred "amplitude" for the wake, and the boat will do the rest.

Toggle levers behind the tilt-adjustable steering wheel allow for on-the-fly adjustments to the Kaiyen's speed and wake-plate settings.

A Fusion head unit, connected to an upgraded Wet Sounds speaker system, keeps the entertainment factor livelyboth on board and for riders behind.

Controls also are placed at the swim step, so tunes can be adjusted while everybody is swimming and enjoying the big lifestyle that the Kaiyen offers up in its smaller package.

	SPEED			EF					
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.34	5.00	1.01	4.30	4.95	174	200	1	75
1500	6.08	7.00	2.00	3.04	3.50	123	142	2	83
2000	7.82	9.00	3.60	2.17	2.50	88	101	4	84
2500	11.30	13.00	5.50	2.05	2.36	83	96	7	91
3000	18.25	21.00	7.30	2.50	2.88	101	117	6	100
3500	22.59	26.00	9.00	2.51	2.89	102	117	4	102
4000	26.07	30.00	11.80	2.21	2.54	89	103	3	103
4500	28.68	33.00	15.80	1.81	2.09	74	85	3	102
5000	33.02	38.00	21.90	1.51	1.74	61	70	2	102
5400	35.63	41.00	27.00	1.32	1.52	53	62	2	103

MOOMBA BOATS ryville, Tennessee; 865-983-9924; moomba.com





- The Vi22 is gorgeous thanks to its clean lines and lower profile.
- Convenient transom storage lockers are easily accessible from the swim platform
- Paddle shifters allow for onthe-fly adjustments to speed and the Stinger Wake Plate.

SEE THE VIDEO

To see our video review of the Vi22, scan this tag or visit boatingmag .com/bbg20/ centurionvi22.



SPECS: LOA: 22'0" BEAM: 8'6" DRAFT: 3'0" DRY WEIGHT: 5,150 lb. BALLAST: 4,600 lb. SEAT/WEIGHT CAPACITY: 12/2,100 lb. FUEL CAPACITY: 63 gal HOW WE TESTED: ENGINE: PCM 409 DRIVE/PROP: V-Drive/2907 16:13 GEAR RATIO: 1.72:1 FUEL LOAD: 60 gal. CREW WEIGHT: 376 lb.

ith the introduction of its new Vi series. Centurion brings the clean, stylish lines of its water-ski past to its big-wake future. At first glance, the Vi22 stands out because of its lower gunwales and sportier stance on the water. Upon further inspection, you'll find a capable wake- and wave-maker built upon Centurion's successful Opti-V hull with 20 degrees of deadrise.

Designed specifically to push more water at wakeboarding and wakesurfing speeds, the Opti-V hull shapes up sizable, symmetrical wakes and waves. Add in the

2,850 pounds of subfloor ballast, plus another 1,750 of optional plug-and-play ballast, and this boat displaces serious water.

For our testing, with a captain and two passengers, we filled all the rear ballast but left the bow empty. This helped sink the Vi22's transom a bit more to punch up the waves some. It had plenty of push for a fun, action-filled afternoon. Both the wakes and waves can be tweaked with the push of a button, thanks to Centurion's QuickSurf Pro system tabs on each side of the transom, as well as the centermounted Stinger Wake Plate. Drop the tab to steepen the wave, or lift it to add length.

Inside, Centurion boasts Spradling upholstery, GatorStep-lined floors, and customizable seating options with room for 12. At the helm, the driver is treated to a 12-inch touchscreen front and center to control major functions, including Ramfill ballast, speed control and more.

With most of the ballast below the Vi22's floor, there's plenty of storage throughout for gear and essentials.

Thanks again to that 20 degrees of deadrise, the ride on the Vi22 proved

	SPEED			EF	OPERATION				
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.52	5.20	1.10	4.11	4.73	233	268	0	73
1500	6.43	7.40	1.90	3.38	3.89	192	221	1	77
2000	7.56	8.70	3.30	2.29	2.64	130	149	2	82
2500	8.69	10.00	5.30	1.64	1.89	93	107	5	85
3000	11.38	13.10	7.50	1.52	1.75	86	99	8	86
3500	17.90	20.60	9.60	1.86	2.15	106	122	7	88
4000	22.51	25.90	11.80	1.91	2.19	108	124	5	93
4500	25.90	29.80	15.00	1.73	1.99	98	113	4	94
5000	28.24	32.50	18.50	1.53	1.76	87	100	4	101
5600	30.85	35.50	28.50	1.08	1.25	61	71	3	103
MOST	CONOM	CAL CRU	ISING SPE	ED					

CENTURION BOATS
Merced, California; 209-384-0255; centurionboats.com

more comfortable in chop and rougher conditions. With a PCM 409 powerplant, the Vi22 will plane with ease, even when weighted down with ballast and friendsand with Centurion's QuickLaunch technology, bow rise is minimal.

The Vi22 shines in both the looks and fun departments. The variety of wakes and waves it makes are great for everyone from first-timers up to more advanced riders, and can be customized to a variety of preferences. The transom-mounted tow pylon makes it easy to tow skiers, tubes or anything else.

LIFE'S ABOUT

Factory-Installed Garmin® Electronics rigged and wired to perfection. Integrated Wraparound Windshields for more protection at the helm. Soft and supple eco-friendly upholstery for comfort at every turn. Big boat features now come standard on every model in our 2020 fleet. Build yours today at regulatormarine.com





BUYERS SPOTLIGHT

BOAT BUYERS GUIDE





HIGH POINTS

- Tower and Bimini are easy to operate. even for one person. The tower lowers helow windshield level.
- Deep storage underneath the cabin seats has room for you to put all your gear away, leaving the cabin floor clear of clutter.
- Integrated tow pylon aft of rear seat is great for pulling tubes. water skiers or anything else that doesn't require the
- A cutout windshield allows the captain easier access to holding onto a dock or communicating with a rider in the water.

SPECS: LOA: 22'0" BEAM: 8'3" DRAFT: 2'4" DRY WEIGHT: 4,300 lb. BALLAST: 2,150 lb. SEAT/WEIGHT CAPACITY: 14/2,312 lb. FUEL CAPACITY: 50 gal. AVAILABLE POWER: Ilmor 6.0L MPI VD

everal years ago, MasterCraft added the NXT series to its line as a way to deliver the performance the boatbuilder's reputation is built on at a more budget-conscious price. For 2020, the NXT22 has been completely redesigned from the bottom up to offer both better performance and more features.

The lines of the NXT are MasterCraft through and through, as it carries design cues from both the XT and X series boats, including the pickle-fork-shaped bow. Anodized elements at the base of the tower are carried through to the dash, completing the sporty look of the 22-footer.

At the helm, the captain is treated to a variety of upgrades, including a more ergonomic chair. Analog gauges and switches provide both easy viewing and control over most of the boat's functions. New for 2020 is the 4.3-inch digital screen that contains factory presets for a variety of watersports activities. If you want to switch from wakeboarding to wakesurfing to water-skiing, you can do it all with the push of a couple buttons below the screen.

The U-shaped seating in the V-drive cabin provides a great social area for all aboard, while the aft seat can be converted into a rear-facing bench to better watch all the on-water action. Thanks to the subfloor ballast system, storage abounds under all the seats, including the bow. Opt for the CoolFeel vinyl interior, and your seats will never get hot, even under direct summer sun-even with a black colorway. Upgrade to the Klipsch audio system, and everybody's ears will be treated to high-quality tunes throughout the boat.



MASTERCRAFT BOAT COMPANY Vonore, Tennessee; 423-884-2221; mastercraft.com

MasterCraft's Gen 2.0 surf system is available in the NXT series, helping provide large, customizable surf waves for a variety of riders. The three tabs on NXT22's transom are all controlled via simple buttons on the dash. Ilmor's 6-liter is all-new on the NXT22 and delivers 60 more horsepower than this past year's model. Getting on plane won't be an issue, even under a full load. With a 50-gallon tank you'll be able to enjoy a full day of watersports fun with all your family and friends, no problem.



REGAL LS2 SURF

HIGH POINTS

- ► Sporty PowerTower S2 incorporates a Bimini, and folds at the touch of a button.
- Low-to-thewater swim platform is ideal for both watersports and sandbar swimming.
- ► Fusion RA670 stereo with killer speakers.

SEE THE VIDEO

To watch our video review of the LS2 Surf, scan this tag or visit boatingmag .com/bbg20/regal ls2surf.





SPECS: LOA: 22'4" BEAM: 8'6" DRAFT (MAX): 2'10" DRY WEIGHT: 3,900 lb. SEAT/WEIGHT CAPACITY: 12/1,640 lb. FUEL CAPACITY: 56 gal.

HOW WE TESTED: ENGINE: Volvo Penta 300 EVC FWD DRIVE/PROP: Forward Drive/Volvo Penta K4 Propset GEAR RATIO: 2.32:1 FUEL LOAD: 14 gal. CREW WEIGHT: 365 lb.

egal's LS2 proved to be a stylish bowrider with the company's patented FasTrac hull design and an inviting transom layout. The LS2 Surf adds the builder's popular Surf System to the mix, safely boosting the wakes for closequarters wakesurfing.

Volvo Penta's Forward Drive, a key component, repositions its dual propellers to the front of the drive where they're safely tucked below the hull. Side benefits include less exhaust and the ability to do something V-drives cannot-trim to both further shape the wave and make everyday cruising more comfortable.

The LS2 Surf hull offers many of the same characteristics of Regal's 2300 running surface, what the company considers its best hull design. For the Surf, designers worked to clean up the water coming off the hull and added both surf tabs and ballast. Tabs are from Wake Worx, modified to Regal's specs. Ballast, totaling 1,800 pounds when full, is spread between a pair of bags in the aft storage compartments and one in the ski locker. Tabs, ballast and speed are easily controlled via Volvo Penta touchscreen displays at the helm.

For a 22-footer using Forward Drive with only a few passengers, the LS2 Surf put out a solid and fun wave, impressing our test crew. Like any surf boat, add more passengers, and the wave will only grow. Regal has obviously put time into refining the surf package, and we found it both easier to use and more effective than previous iterations.

When it's not dishing out the endless wave, the LS2 Surf impresses with creature comforts. The bow cockpit is squared off to create more usable space.

Double-wide social seats await captain and mate. Flip their seatbacks over, and they adjoin the U-shaped cockpit bench for a conversation-friendly lavout. Transom rumble seats are like mini sun pads; pivot forward cushions up to create backrests.

Performance? With 300 horses at its disposal, the LS2 Surf uses its tabs to plane almost instantly. Top speed peaked at 49.4 mph.

	SPEED				FICIEN	CY		OPERATION		
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	3.48	4.00	1.40	2.48	2.86	125	144	0	61	
1500	5.21	6.00	2.20	2.37	2.73	119	137	0	67	
2000	6.60	7.60	3.60	1.83	2.11	92	106	2	71	
2500	8.52	9.80	5.50	1.55	1.78	78	90	5	75	
3000	16.42	18.90	6.60	2.49	2.86	125	144	4	79	
3500	22.77	26.20	7.40	3.08	3.54	155	178	2	78	
4000	28.33	32.60	9.60	2.95	3.40	149	171	1	79	
4500	32.33	37.20	11.00	2.94	3.38	148	170	1	84	
5000	36.76	42.30	15.00	2.45	2.82	124	142	1	85	
5500	39.54	45.50	19.00	2.08	2.39	105	121	1	88	
5910	42.93	49.40	23.50	1.83	2.10	92	106	1	87	
MOST E	CONOM	CAL CRU	ISING SPE	ED						

REGAL BOATS lando, Florida; 800-US-REGAL; regalboats.com



HOTOS: GARRETT CORTESE

BOATING CERTIFIED **TEST** RESULTS Price: \$137,200 (starting)

HIGH

- FXOne power tower folds with the push of a button.
- Multiple cameras (one in the tower, one at the transom) give the captain an extra set of eyes.
- ► A GoPro camera mounted on the transom can be fully controlled via the helm touchscreen.

SEE THE VIDEO

To see our video review of the SA 550, scan this tag or visit boatingmag .com/bbg20/ suprasa550.



SPECS: LOA: 22'5" BEAM: 8'6" DRAFT: 2'4" DRY WEIGHT: 5.800 lb. BALLAST: 3.500 lb. SEAT/WEIGHT CAPACITY: 16/2,400 lb. FUEL CAPACITY: 63 gal. HOW WE TESTED: ENGINE: 575 hp Roushcharged Indmar Raptor DRIVE/PROP: V-drive/ACME 15" x 14.25" 4-blade GEAR RATIO: 1.5:1 FUEL LOAD: 47 gal. CREW WEIGHT: 360 lb

isn't needed. Truth be told, it isn't-which

means more room for boards, gear and all

s the tow boat of the Supra Boats Pro Wakeboard Tour for the past five years, the SA already carries a distinct pedigree. With updates both below the water and above, the 22-footer stands out this year as one of the best all-around wakeboats in its class, not to mention one of the most versatile.

the SA, thanks in large part to the subfloor ballast that holds up to 3,500 pounds of water. While most other brands offer plug-and-play ballast as an add-on, Supra forgoes that option, with the claim that it

your friends. The cushy interior stays cool even under the hot sun, thanks to Chill Tech Vinyl; a flip-up back on the portside lounge, as well as the convertible rear bench, allow for numerous seating arrangements. We also loved the optional Comfort and storage abound aboard flip-up backrests on the engine-cover sun pad-great for relaxing when you're beached or at anchor. Of course, the premium JL Audio system only ups the entertainment factor, whether you're in the boat or riding behind it. Two large touchscreen displays high-

light the dash, providing the captain with menus that are easy to see and navigate. A third screen sits next to the glove box, allowing passengers to control the SA's audio and lighting functions so that the captain doesn't have to.

Setting the SA up for riding is a breeze thanks to Supra's patented Autowake system and preprogrammed rider profiles for beginners to pros, while adjustments can be made on the fly via steering-wheel controls. Autowake utilizes onboard sensors

	SPEED			EF		OPERATION			
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.78	5.50	0.90	5.31	6.11	301	347	1	79
1500	6.34	7.30	2.30	2.76	3.17	156	180	2	82
2000	7.47	8.60	4.50	1.66	1.91	94	108	4	82
2500	9.91	11.40	7.10	1.40	1.61	79	91	7	86
3000	19.90	22.90	9.20	2.16	2.49	123	141	4	89
3500	24.94	28.70	11.70	2.13	2.45	121	139	3	9
4000	28.33	32.60	17.70	1.60	1.84	91	104	2	92
4500	31.98	36.80	24.40	1.31	1.51	74	86	1	96
5000	34.76	40.00	37.50	0.93	1.07	53	60	1	102
5400	36.50	42.00	49.00	0.74	0.86	42	49	1	103
MOST	CONOM	CAL CRU	ISING SPE	ED					

SUPRA BOATS Maryville, Tennessee; 865-983-9924; supraboats.com

to control not only the boat's pitch and roll to optimize the shape of the wakes and waves. This means you don't have to worry about moving passengers around to keep a consistent wake shape for the riders. New for 2020 is an auto-leveling feature. Made for cruising, Autowake will utilize the surf tabs at the transom to keep the boat level, no matter where passengers are seated.

With world-class performance and high-end comfort, the Supra SA 550 offers loads of fun and versatility, whether your family is new to watersports or home to aspiring pros.



MALIBU WAKESETTER 23

HIGH POINTS

- G3.5 tower has integrated board racks. tow point, Bimini, speakers and light.
- New mOS Command Center touch screen controls ballast, wake shaping, speed and audio.
- ▶ Wake Plus hull displaces more water to boost wakes.

SEE THE VIDEO

To see our video review of the Wakesetter 23 MXZ, scan this tag or visit boating mag.com/bbg20/ malibu23mxz.





SPECS: LOA: 23'0" BEAM: 8'6" DRAFT (MAX): 2'8" DRY WEIGHT: 5,400 lb. BALLAST: 4,670 lb. SEAT/WEIGHT CAPACITY: 16/2,256 lb. FUEL CAPACITY: 58 gal. HOW WE TESTED: ENGINE: Malibu Monsoon M5 Di DRIVE/PROPS: V-Drive/Acme 3077 17" x 15" 4-blade Nibral GEAR RATIO: 2.0:1 FUEL LOAD: 45 gal. CREW WEIGHT: 360 lb.

alibu's 23 LSV has long been the company's most popular boat model. The new, 2020 modelyear 23 MXZ adds another alternative at this size range but with the added benefits of a pickle-fork bow and a host of new, innovative performance and luxury features.

The MXZ suffix translates to maximized, a nod to the 23 not only maximizing performance but also passenger comfort and space. Start with the space created by that pickle-fork bow. Malibu uses it to turn the bow cockpit into a 4-by-6-foot playpen, relocating batteries and the walk-through, wind-block door below the center cushion to open up stowage possibilities aft.

Like in the main cockpit, inwale nooks feature all the necessities the target audience requires, with dual USB ports, dual phone holders and a 12-volt outlet ready to both port and starboard.

In the main cockpit, nearly 16 linear feet of seating rings the perimeter, with storage below and extending under the port console. The aft bench can slide forward into the cockpit; the seatback pivots 180 degrees to focus on the wake. Flanking seat bottom cushions hinge upward to do likewise. When not in watersports mode, pivot that central seatback over to reveal a small table with cup holders.

At the transom, two inset, upholstered seats await passengers gearing up to ride or surf, with wet storage below and stereo remote close at hand.

While comfort is key, wakes will ultimately define the boat. The MXZ offers wakes and waves for all levels of riding. Up to 3,170 pounds of ballast can be added to build them from mild to wild. The Surf

Gate-vertical tabs adjacent to the swim platform that disrupt water flow-groom and perfect those wakes for surfing on a rider's preferred side.

Malibu's Power Wedge III further customizes wakes and waves to your liking. Trim it up for a bigger wave face, or drop it down to lengthen it out. There is plenty of push, which is great for beginners learning to drop the rope the first time, or advanced riders looking to add tricks to their repertoires. The symmetrical wakes provide a substantial platform for big air.

	SPEED				FICIEN	CY		OPERATION		
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	5.56	6.40	1.27	4.38	5.04	229	263	0	63	
1500	7.21	8.30	2.30	3.14	3.61	164	188	2	67	
2000	8.34	9.60	3.80	2.20	2.53	115	132	5	71	
2500	9.65	11.10	6.00	1.61	1.85	84	97	7	76	
3000	15.82	18.20	7.10	2.23	2.56	116	134	6	78	
3500	23.03	26.50	8.70	2.65	3.05	138	159	5	81	
4000	27.46	31.60	12.30	2.23	2.57	117	134	3	86	
4500	31.11	35.80	15.70	1.98	2.28	103	119	3	86	
5000	33.80	38.90	18.60	1.82	2.09	95	109	3	87	
5500	36.15	41.60	24.30	1.49	1.71	78	89	3	90	
5600	36.80	42.30	26.80	1.37	1.58	72	82	3	89	
MOST	CONOMI	CAL CRU	ISING SPE	ED						

MALIBU BOATS on, Tennessee; 865-458-5478; malibuboats.com





- Storage is well thought out and easy to access.
- Roswell Maximus tower can be color matched to the Vi24's gelcoat for an added touch of customization.
- ▶ QuickLaunch nuts the Vi24 on plane faster and with minimal bow rise.

SEE THE VIDEO

To see our video review of the Vi24, scan this tag or visit boatingmag .com/bbg20/ centurionvi24.



SPECS: LOA: 24'0" BEAM: 8'6" DRAFT: 3'0" DRY WEIGHT: 5.250 lb. BALLAST: 4.800 lb. SEAT/WEIGHT CAPACITY: 14/2,450 lb. FUEL CAPACITY: 63 gal. HOW WE TESTED: ENGINE: PCM 450 HO DRIVE/PROP: V-drive/4-blade 16:13 GEAR RATIO: 1.72:1 FUEL LOAD: 63 gal. CREW WEIGHT: 376 lb

he big sister of the Vi22, the Vi24 offers the signature wakes and waves Centurion has become known for in a sleeker, sportier package. While its length and full 8-foot, 6-inch beam still dwarf its waterski-boat ancestors, the Vi24 pays homage in its design. On the water, it's a beautiful boat that evokes a tinge of nostalgia—while providing all the tech and comfort necessary for riding in the future.

Like all of Centurion's boats, the Vi24 is built upon the Opti-V hull, which features 20 degrees of deadrise; and



like the other Centurion boats, it offers the reward in wakeboarding wakes and wakesurfing waves, as well as a comfortable ride in rougher waters. The wakes and waves can be tweaked and tuned with the onboard Stinger Wake Plate and QuickSurf tabs.

Subfloor ballast holds a whopping 3,050 pounds, while three plug-and-play bags in the rear and the bow add 1,750 more. Centurion's Ramfill system allows the subfloor ballast to fill in less than 90 seconds.

On board, passengers are treated to a comfortable Spradling interior that is also durable. Seating is customizable thanks to pop-up backrests on both the port and starboard sides, as well as a rear seat that slides into the cabin to act as a rear-facing bench-great for catching all the action on the water. A Roswell audio system keeps the tunes pumping.

From the helm, all of the Vi24's functions can be controlled with a large, easyto-navigate touchscreen. Paddle shifters behind the steering wheel allow for instantaneous adjustments to both the

	SPEED			EF	FICIEN		OPERATION		
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.87	5.60	1.20	4.06	4.67	230	265	-1	73
1500	6.52	7.50	1.80	3.62	4.17	205	236	1	77
2000	7.73	8.90	3.10	2.49	2.87	141	163	3	84
2500	9.21	10.60	5.30	1.74	2.00	99	113	4	87
3000	12.77	14.70	7.00	1.82	2.10	103	119	6	88
3500	18.51	21.30	9.10	2.03	2.34	115	133	5	93
4000	22.59	26.00	11.50	1.96	2.26	111	128	4	96
4500	25.98	29.90	14.80	1.76	2.02	100	115	3	102
5000	28.42	32.70	18.70	1.52	1.75	86	99	3	101
5600	30.94	35.60	26.00	1.19	1.37	67	78	2	107
MOST	CONOM	CAL CRU	ISING SPE	ED					

CENTURION BOATS Merced California: 209-384-0255: centurionhoats com

boat's speed and the Stinger wake plate.

Mounted at the transom, the Stinger plate changes the Vi24's running attitude, allowing riders to choose between a longer. more mellow wave, or a shorter, beefier one. The Vi24's wave has a large pocket with plenty of push, great for all levels of riders.

With 24 feet of length, there is plenty of room for passengers to sit comfortably, and storage abounds-including a passthrough from the portside bow seat to the OB. The two lockers at the transom are great for stowing wet life jackets and ropes after all the action is done.



ALL NEW 269DC

ARRIVING AT BOAT SHOWS
JANUARY / FEBRUARY 2020

CHARLESTON, MYRTLE BEACH, NEW YORK BOSTON, MIAMI, ATLANTIC CITY







- A surf package on the 285 includes hallast and Scarab's Surf Stream Wake Enhancement to shape
- The touchscreen systems panel efficiently serves up control of skier profiles, docking mode, cruise control and audio systems among others.

SEE THE VIDEO

To see our video review of the 285, scan this tag or visit boatingmag .com/bbg20/ scarab285.



SPECS: LOA: 28'0" BEAM: 9'2" DRAFT (MAX): 1'8" DRY WEIGHT: 5,750 lb. SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 98 qal. HOW WE TESTED: ENGINE: Dual Rotax 300 jets DRIVE/IMPELLER: Jet pumps/3-blade stainless steel GEAR RATIO: 1:1 FUEL LOAD: 70 gal. CREW WEIGHT: 250 lb.

carab hits a homer with its new 285. First, the Rotax propulsion gives this 28-footer an exciting top speed. Second, with the optional surf package, it will create a wake riders will enjoy; third, it's styled in a crisp way that borrows from techy new automobiles.

The techiest part is the touchscreen display oriented in a head-up position like an Audi Q7. One tap gives you the skier profile page, offering five presets for your favorite riders. Another gives you a visual image of fuel burn so that you can tailor the ride for optimal mileage. Another of-

fers cruise control and another desensitizes the throttle for easier docking. Add audio control and other cool features, and this display sets the tone for an exciting skipper experience. Styling of the dash and console is heavily trimmed in billet aluminum on items such as grab handles, switch panels, a glove-box door and more. Even the passenger has a touchscreen panel that gives audio control.

Seatbacks for the captain and mate flip forward for an aft reclining position to join wraparound seating interrupted only by a starboard-side transom walkthrough. Front seat bolsters flip up for a better view. The platform is wide and low to the water thanks to the position of the engines deep in the hull with jets-not props-extending toward the trailing edge. Rope lockers keep wet gear secure until everything can be hung to dry in port.

It might be the bow seating that gives the 285 its most remarkable features. First, the seating is wide with forwardfacing lounges that join beam-to-beam seating, that faces aft.

A filler cushion or cocktail table adds

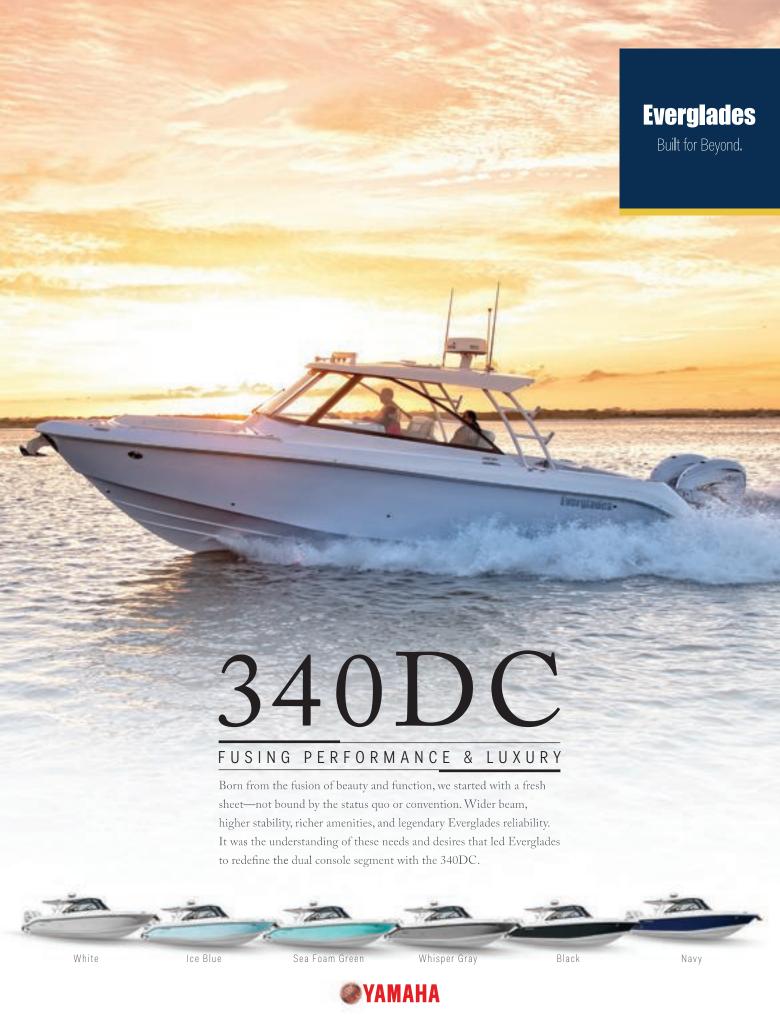
SPEED				EFFICIENCY							
				naut.	stat.	n. mi.	s. mi.		sound		
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level		
2000	3.9	4.5	2.0	2.0	2.3	172.4	198.5	0	69		
2500	5.2	6.0	2.7	1.9	2.2	170.3	196.0	0	73		
3000	6.6	7.6	3.8	1.7	2.0	153.3	176.4	1	75		
3500	7.5	8.6	4.7	1.6	1.8	140.2	161.4	2	80		
4000	9.0	10.3	6.5	1.4	1.6	121.5	139.8	3	78		
4500	12.7	14.6	8.5	1.5	1.7	131.6	151.5	4	79		
5000	18.0	20.7	11.1	1.6	1.9	142.9	164.5	5	83		
5500	24.8	28.5	14.8	1.7	1.9	147.6	169.8	4	86		
6000	30.2	34.8	19.1	1.6	1.8	139.6	160.7	3	88		
6500	33.1	38.1	24.4	1.4	1.6	119.7	137.7	3	91		
7000	37.5	43.2	29.1	1.3	1.5	113.8	130.9	2	91		
7500	43.4	49.9	37.0	1.2	1.3	103.4	119.0	2	92		
8000	47.8	55.0	48.0	1.0	1.1	87.7	101.0	2	95		
	FOONOM	TO AL OBU	TCTNO CDI								

SCARAR JET adillac, Michigan; 231-775-1351; scarabjetboats.com

options for enjoying the area. The trick to the forward seating, however, is the portside entry to the head compartment. Instead of swinging the console inward toward the front passenger seat, that side of the console is fixed; rather, the port seat forward of the console raises like a sports car's gull-wing door to give generous access to a spacious head compartment.

All this wouldn't matter a bit if it didn't have performance to match. And it certainly did.





ou can still buy a pontoon boat with quality construction, basic amenities and moderate power. Such boats are perfect for quiet, all-purpose cruising. Of course, many pontoons now come with multiple, high-horsepower engines, seating and amenities that imitate those aboard luxurious cruisers, and sport more bling than a pop star at the Grammys. You can enjoy slow, quiet cruises with those big, fast pontoons. You don't have to put the throttle down hard. It's just fun to be able to do so from time



- LOWE SS 210 CL
- **BENNINGTON SX 22 Swingback**
- **PRINCECRAFT** Vectra 21
- 90 **SUNCHASER** Geneva 22 LR PSB
- SYLVAN L-3 DLZ
- 94 STARCRAFT CX 25 DL Bar
- **95 BENNINGTON 23 RX** Sport Swingback

- 96 **LOWE** SS 250 WS
- MANITOU 25 Legacy SL
- **100 BARLETTA** C24UC
- 102 BARLETTA E240C
- **104 TAHOE PONTOONS** 2585
 - **Grand Tahoe QL**
- **107 BENNINGTON** 25 QX Fastback
- 108 PLAYCRAFT PowerToon X-Treme 2700
- 110 BARLETTA L25UC
- 111 HARRIS Crowne 270 SL TE
- 112 HARRIS Solstice 250 SLEC
- 114 AVALON 2585 Catalina Platinum EL-W
- 106 BENNINGTON 24 R Bowrider Swingback 116 PLAYCRAFT PowerToon X-Treme 3000





- Stainlesssteel aft rails add durable annd Innks and opens view over the transom.
- Conversion lounge allows fore- or aftfacing seating or a combination of fore- and aft-facing seating.

SEE THE VIDEO

To see our video review of the SS 210 CL, scan this tag or visit boatingmag.com/ bba20/lowe ss210cl.



SPECS: LOA: 21'4" BEAM: 8'6" DRAFT (MAX): 1'0" DRY WEIGHT: 2.230 lb. (plus engine) SEAT/WEIGHT CAPACITY: 11/1.318 lb. FUEL CAPACITY: 30 gal. HOW WE TESTED: ENGINE: Mercury FourStroke 150 DRIVE/PROP: Enertia 15" pitch 3-blade stainless steel GEAR RATIO: 1.92:1 FUEL LOAD: 15 gal. CREW WEIGHT: 250 lb

ost prominent among the SS series of Lowe pontoons is the stainless-steel aft-railing system, which adds durability, good looks and a better view over the transom thanks to the open rails. That view will be particularly relished from the conversion-lounge seating arrangement at the transom that gives this boat its "CL" initials. Flip both seatbacks forward and forward-facing benches become aft-facing lounges. Flip just one and two can recline facing each other-a romantic touch for a sunset cruise.

That view will be even more exciting

thanks to the added speed and buoyance provided by the third (middle) tube. All three tubes are 25 inches in diameter and stoutly made from .080-gauge aluminum. Lifting strakes on each tube aid in buoyancy, lifting them to a planing attitude to increase speed. The strakes also assist in control, helping the boat heel into turns instead of awkwardly outward.

The control helm is acrylic, durable and sleek, sporting analog gauges, 12-volt and USB ports, a smooth throttle and hydraulic steering with a tilt wheel.

A large swim platform allows easy passage from port to stern and a powdercoated boarding ladder allows easy reboarding after towed watersports using the stainless-steel tow pylon.

Aside from the stainless-steel aft rails, powder-coated side and bow rails are an option, as are two-tone side panels. Anodized aluminum and a single color are standard.00 Added comfort for the captain comes from the helm seat upgrade, a living-room-quality recliner with self-adjusting arm rests. Bow seating has thickly padded cushions with ample stowage un-

SPEED				EFFICIENCY					UPERATION		
				naut.	stat.	n. mi.	s. mi.		sound		
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level		
1000	4.6	5.3	0.9	5.1	5.8	136.9	157.5	0	50		
1500	5.3	6.1	1.3	4.1	4.7	110.1	126.7	0	55		
2000	7.1	8.2	2.2	3.6	4.1	96.2	110.7	1	60		
2500	10.7	12.3	3.1	3.4	4.0	93.1	107.1	2	64		
3000	14.9	17.2	5.0	3.0	3.4	80.7	92.9	2	65		
3500	16.6	19.2	7.1	2.3	2.7	63.3	72.8	2	80		
4000	20.2	23.3	8.5	2.4	2.7	64.2	73.9	3	80		
4500	26.4	30.4	10.9	2.4	2.8	65.3	75.2	4	80		
5000	29.2	33.6	14.5	2.0	2.3	54.4	62.6	5	80		
5500	32.2	37.0	14.7	2.2	2.5	59.1	68.0	6	81		

MOST ECONOMICAL CRUISING SPEED

Lebanon, Missouri; 800-641-4372; loweboats.com

Price: \$32,094

derneath and the backrests fold out easily, offering excellent stowage access for fenders or other gear.

There was a vinyl sea-weave matt on the deck of our tester that is optional, but after experiencing it, we don't know how you could go back to carpet-it's soft on the feet, nonskid and easy to clean. It remained cool to bare feet in the hot sun, but a large stowaway Bimini top offers plenty of shade to the cockpit.

Lowe's expertise in creating luxury and performance is clear in the SS 210 CL.



BENNINGTON SX 22 SWINGBACK

HIGH

- Blackout package gives a subtle. stylish look to perimeter rails. Bimini and rubrail insert.
- ▶ Lime-green accent colors provide flair.
- ► Optional bowgate center seat fills the gap up front to complete the seating.

SEE THE VIDEO

To see our video review of the SX 22 Swingback, scan this tag or visit boatingmag .com/bbg20/ bennington sx22swingback.





 $\textbf{SPECS: LOA: } 21'6'' \ \textbf{BEAM: } 8'6'' \ \textbf{DRAFT: } 2'7'' \ \textbf{DRY WEIGHT: } 2,491 \ \textbf{lb. SEAT/WEIGHT CAPACITY: } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{gal. } 13/1,163 \ \textbf{lb. FUEL CAPACITY: } 32 \ \textbf{lb. FUEL CAPACITY: } 32$

HOW WE TESTED: ENGINE: Yamaha F150 four-stroke DRIVE/PROP: Outboard/Yamaha Reliance 14.5" x 15" stainless steel GEAR RATIO: 2.00:1 FUEL LOAD: 35 gal. CREW WEIGHT: 400 lb.

he quintessential Bennington, the SX 22 Swingback comes wellequipped, performs nicely, proves comfortable and smooth, and sells for a competitive price. It also sports touches including new custom Kicker speakers with shallow design and plush Simtex pillow-top lounges with metallic carbon accents.

Performance? With the Yamaha F150 outboard, it's top speed approached 40 mph at 6,000 rpm. We saw 30 mph from a dead stop in 8.4 seconds, plenty quick and powerful enough for family watersports. This combo really sips at the fuel

trough; best economy occurs at a dinnercruise speed of 11.4 mph, 2,500 rpm, and 4.6 miles per gallon. At that speed, the noise level was a scant 65 decibels, making conversation easy. It cruises economically at higher speeds too.

Cutting and carving turns at slow speeds was precise. At higher speeds, there was little if any banking, and the lake chop and boat wakes we encountered were a mere bag o' shells.

Thank the Sport Performance System hull package: It includes three 25-inchdiameter tubes with lifting strakes on the insides of the outer tubes and on the center tube. Optionally, outside spray rails can be ordered on the outside tubes, to enhance lift, performance and ride. Though the fuel capacity at 30 gallons is plenty for the Yamaha, an optional center-mounted 46-gallon fuel tank extends range.

There's plenty of open deck before the bow fencing to aid in boarding, launching or beaching. The bow section features wraparound facing lounges with optional center bow seat. This arrangement comfortably seats six. Amidships, the pilot sits in a plush captain's chair, behind a lowslung console. Electronic analog gauges flank a Garmin graph unit and a Rockford Fosgate stereo.

Abaft, the swingback lounge seat adds more versatility and ease-of-use to the SX. With the backrest in the rear position, a generous three-person, forwardfacing bench seat is great for riding. Move the backrest forward for sunbathing and watching the scenery out back. All-in for just under \$68,000 makes this Bennington a strong investment for fun.

	SPEED			EF		OPERATION			
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	3.7	4.3	0.7	5.3	6.1	192.2	221.1	0	52
1500	5.2	6.0	1.1	4.7	5.5	170.6	196.4	1	57
2000	7.0	8.0	1.8	3.9	4.4	139.0	160.0	1	61
2500	9.9	11.4	2.5	4.0	4.6	142.7	164.2	2	65
3000	14.1	16.2	4.0	3.5	4.1	126.7	145.8	2	68
3500	16.5	19.0	5.2	3.2	3.7	114.3	131.5	2	70
4000	19.4	22.3	6.5	3.0	3.4	107.3	123.5	2	70
4500	22.7	26.1	8.3	2.7	3.1	98.4	113.2	2	76
5000	26.7	30.7	10.4	2.6	3.0	92.3	106.3	2	78
5500	30.0	34.5	13.0	2.3	2.7	83.0	95.5	2	86
6000	33.4	38.4	16.0	2.1	2.4	75.1	86.4	2	88
MOST	-0011014		TOTALO COL						

BENNINGTON PONTOON BOATS





- The Rear Lounge has an adjustable backrest that can face forward or aft under wav.
- ► Plush vinyl is durable, easy to clean and soft to the touch.
- The bow gate is spring-loaded so that it shuts automatically.

SEE THE VIDEO

To watch our video review of the Vectra 21 RL, scan this tag or visit boatingmag .com/bbg20/ princecraft vectra21.



SPECS: LOA: 21'6" BEAM: 8'5" DRAFT (MAX): 6" DRY WEIGHT: 1.747 lb. SEAT/WEIGHT CAPACITY: 10/1.969 lb. FUEL CAPACITY: 29 gal. HOW WE TESTED: ENGINE: Mercury 115 Pro XS DRIVE/PROP: Outboard/14 x 17 4-blade aluminum GEAR RATIO: 2.08:1 FUEL LOAD: 20 gal. CREW WEIGHT: 360 lb.

he 21-foot version of Princecraft's venerable Vectra line of pontoons has some notable new features for 2020; first and foremost is the Rear Lounge. Responsible for the "RL" designation in the model name, the rear lounge sports an easily adjustable backrest so you can face forward and join the conversation or face aft and watch the wake.

The optional stainless-steel safety railing allows passengers to utilize the lounge while under way, and it features not one but two flip-down sections for easy access. It's a great way to add even more family friend-



liness and sociability to this pontoon.

The stainless-steel ski tow bar is another new feature for 2020. It's curved to create more walk-around space at the back of the boat. Interior space is also optimized with an optional dinette package. In place of a matching bucket seat to accompany the captain, this configuration features a dinette table between a transom sofa and love seat lounge that also has an adjustable backrest.

Should crewmembers opt to face forward and serve as cocaptains, they'll appreciate that the portside boarding gate is hinged to swing away from that seat. The seatbase underneath serves as a draining cooler. Opposing couches in the bow round out the seating that can hold up to 10 people, which is a good crowd for a pontoon that you can trailer.

Our test boat came equipped with the Triple Tube Sport package, with lifting strakes on the outer 25-inch-diameter pontoons as well as the inner half-tube. With the 115 hp Mercury Pro XS, we experienced smooth cornering and handling and could easily accelerate to a top speed

	SPEED			EF	FICIEN	CY				
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	3.48	4.00	0.60	5.79	6.67	151	174	1	67	
1500	4.43	5.10	1.10	4.03	4.64	105	121	2	69	
2000	6.08	7.00	1.50	4.06	4.67	106	122	3	71	
2500	7.13	8.20	1.80	3.96	4.56	103	119	3	72	
3000	12.17	14.00	2.30	5.29	6.09	138	159	3	74	
3500	14.77	17.00	3.30	4.48	5.15	117	134	2	76	
4000	16.68	19.20	4.80	3.48	4.00	91	104	2	78	
4500	19.99	23.00	6.80	2.94	3.38	77	88	2	80	
5000	21.81	25.10	8.60	2.54	2.92	66	76	2	82	
5500	25.37	29.20	10.20	2.49	2.86	65	75	1	84	
6000	27.98	32.20	11.20	2.50	2.88	65	75	1	85	
6200	31.28	36.00	12.00	2.61	3.00	68	78	0	86	
MOST	-00110141		TOTALO COL							

PRINCECRAFT BOATS Princeville, Quebec, Canada: 800-395-8858; princecraft.com

Price: \$20,655 (base)

of 36 mph. We climbed onto plane in 3.5 seconds, but with a pontoon like this there's minimal squat and no loss of vision out of the hole. The 115 proved a fine match for fulfilling this boat's family duties, but if you crave more hp, you can opt for the bigger Mercury 150 Pro XS.

The ruby-red fencing on our test boat really popped and turned a lot of heads at the dock. The Vectra is also available in black or steel grey. No matter what styling or options you choose, you'll be able to entertain a crowd in style.



BOATING **CERTIFIED TEST** RESULTS

HIGH **POINTS**

- Sells for just under \$50,000 with a 115 hp Yamaha outboard.
- Raised driver's console aids forward vision, especially over the bow.
- Reversible copilot seat faces forward for the ride, or aft for lounging.

SEE THE VIDEO

To watch our video review of the Geneva 22 LR PSB, scan this tag or visit boatingmag.com/ bbg20/sunchaser geneva22.



SPECS: LOA: 22'10" BEAM: 8'6" DRAFT: 1'3" DRY WEIGHT: 2.061 lb. SEAT/WEIGHT CAPACITY: 11/1.500 lb. FUEL CAPACITY: 38 gal. HOW WE TESTED: ENGINE: Yamaha F115 four-stroke 115 hp DRIVE/PROP: Outboard/13.5"x 12" Yamaha 3-blade aluminum GEAR RATIO: 2.15:1 FUEL LOAD: 28 gal. CREW WEIGHT: 400 lb.

unChaser's Geneva 22 LR PSB offers big-hull security and comfort, and when packaged with a midrange Yamaha F115 for power, brings the price within reach of many first-time pontooners who might want to dip their toes before going all-out on a V-6 package. For \$50,000, it's a sound investment. That price brings an acceleration of zero to 30 mph in 6 seconds-on par with many larger rigs; the Geneva's most economical cruising speed is 16 mph, using 3.6 miles per gallon. The only area feeling somewhat sedate is the top-end speed; at 28.5 mph,

the top-line 150 hp upgrade could be the ticket to see speeds in the mid- to high 30s and much stronger pulling power.

Regardless, the Geneva 22 shines for family cruising and sightseeing as well as sandbar rafting, watersports and dinner cruising. Yamaha power proved quiet: The highest noise level we recorded at full throttle was 83 decibels. At cruise speeds, we averaged about 68 decibels-that's barely conversation level noise.

The Geneva features the optional Executive Helm Package, which provides a raised-helm platform and a high-back helm chair that slides and reclines. A tilt Verona steering wheel and Kicker stereo system are also included. A low Lexan windscreen offers some wind protection. The gauge package has electronic units presenting an analog appearance.

For the hull, the optional PTS Performance Package also comes standard, and includes three 25-inch-diameter tubes with performance lifting strakes and below-deck shield.

The forward layout includes two facing lounges that can fit a pair of riders each.

		SPEED			EF	FICIEN	CY		OPERATION		
					naut.	stat.	n. mi.	s. mi.		sound	
r	pm	knots	mph	gph	mpg	mpg	range	range	angle	level	
10	000	2.7	3.1	0.5	5.4	6.2	184.3	212.0	2	60	
15	500	3.8	4.4	1.0	3.8	4.4	130.8	150.5	2	64	
20	000	4.8	5.5	1.4	3.4	3.9	116.8	134.4	3	66	
2	500	6.1	7.0	2.1	2.9	3.3	99.1	114.0	3	74	
30	000	7.2	8.3	2.6	2.8	3.2	94.9	109.2	3	74	
3	500	9.8	11.3	3.3	3.0	3.4	101.8	117.1	3	75	
40	000	14.0	16.1	4.5	3.1	3.6	106.3	122.4	3	75	
4	500	16.4	18.9	5.6	2.9	3.4	100.3	115.4	2	78	
50	000	18.7	21.5	6.8	2.7	3.2	94.0	108.1	2	80	
5	500	20.5	23.6	9.3	2.2	2.5	75.4	86.8	2	80	
60	000	22.9	26.3	10.8	2.1	2.4	72.4	83.3	2	82	
62	200	24.8	28.5	12.2	2.0	2.3	69.4	79.9	2	85	
М	OST E	CONOM	CAL CRU	ISING SPE	ED						

SUNCHASER BOATS ew Paris, Indiana: 866-719-7873; sunchaserboats.com

Price: \$49,737

The optional teak-weave floor covering is clean and provides easy washdown. Amidships, the reversible portside couch allows for versatility in cruising or lounging. A foldout table on the port side provides storage behind it when closed.

Abaft, the long portside lounge fits four people with room to spare, and faces a starboard lounge that fits three. The stern deck is closed off by a perimeter fence with a center door; out back, a large deck is fitted with a stainless-steel boarding ladder and tube ski pylon.



PREMIUM PERFORMANCE EVEN WITH THE ENGINES OFF

Yamaha Boats set the standard for reliability, versatility and craftsmanship. Thanks to Yamaha's unique engineless design that enhances drivers' experience both on and off the boat, every model delivers a sense of freedom and confidence that can't be enjoyed anywhere else. Powered by legendary Yamaha Marine Engines, the 2020 lineup of Yamaha Boats gives owners the ability to do anything they want with their time on the water.

YAMAHABOATS.COM





HIGH

- Superb value. for a 24-footer with top-rated nower.
- ▶ Evinrude G2 nower delivers quick acceleration and a sporty feel.
- Stainlesssteel aft gate. matching boating ladder and ski tow give the Sylvan a refined and upscale look.

SEE THE VIDEO

To watch our video review of the L-3 DLZ, scan this tag or visit boatingmag.com/ bbg20/sylvan l3dlz.



SPECS: LOA: 23'10" BEAM: 8'6" DRAFT: 1'8" DRY WEIGHT: 2,100 lb, SEAT/WEIGHT CAPACITY: 12/1,650 lb, FUEL CAPACITY: 60 gal. HOW WE TESTED: Evinrude E-Tec G2 two-stroke 250 hp DRIVE/PROP: Outboard/15.25" x 17" BRP Evinrude Rebel 3-blade stainless steel GEAR RATIO: 1.85:1 FUEL LOAD: 25 gal. CREW WEIGHT: 400 lb.

vlvan rigged the L-3 DLZ to go, and, boy, did it! With the 250 hp Evinrude G2 for power, it leaped from a standing start to 30 mph in just 6 seconds. Top speed was nearly 45 mph at just under 6,000 rpm. It delivers an oldschool feel, with that good throaty twostroke growl. Sound levels, however, didn't get elevated until after about 4,000 rpm; at most economical cruise speed (21 mph, 3,500 rpm, 3.2 mpg) we recorded just 72 decibels—quiet enough for conversation.

This Sylvan is an excellent multipurpose rig and it's stylish with new exterior

fencing and décor for 2020. For cruising and partying, a set of short lounges in the bow face each other and will fit a couple of people each. The new Ultra Soft vinyl upholstery proved comfortable and supportive, with recessed rotocast plastic bases underneath.

Deep insets-aka toe-kicks-allow more room in the cockpit, and don't cut into under-seat storage too much. Storage abounds on the DLZ; the optional SPX Package with optional in-floor storage and teak weave floor covering gives a modern look and easy clean up when the day's over.

Amidships, the driver's console is not raised and features a low, sculpted Lexan windscreen. A simple dash layout features Evinrude's combination electronic instruments-which have a classic analog look, but offer every engine parameter one needs in LCD-digital presentation. A brow or sun shield over the gauges would make them easier to read.

A Humminbird Helix 5 LCD graph fits well in the dash center. A Kicker stereo and cellphone-storage pocket complete the helm. Dual captain and co-captain

	SPEED			EF	OPERATION				
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	3.8	4.4	0.7	5.5	6.3	295.0	339.4	0	60
1500	5.6	6.5	1.3	4.3	5.0	234.6	270.0	0	66
2000	6.3	7.3	2.2	2.9	3.3	155.7	179.2	0	69
2500	7.8	9.0	3.4	2.3	2.6	124.2	142.9	1	75
3000	13.4	15.4	4.9	2.7	3.1	147.5	169.7	1	70
3500	18.2	21.0	6.6	2.8	3.2	149.3	171.8	1	72
4000	23.3	26.8	8.8	2.6	3.0	142.9	164.5	0	76
4500	27.8	32.0	10.7	2.6	3.0	140.3	161.5	0	78
5000	30.2	34.8	13.8	2.2	2.5	118.3	136.2	0	84
5500	34.5	39.7	18.9	1.8	2.1	98.6	113.4	0	84
5950	37.5	43.2	21.3	1.8	2.0	95.2	109.5	0	86
MOST	-0011014		TCTNO CDE						

SYLVAN MARINE ew Paris, Indiana; 574-831-2950; sylvanmarine.com

Price: \$76,235

chairs provide a stable navigation station for the skipper and mate.

Behind the cockpit is a nicely done multiposition couch lounger, which can be converted from a forward-facing twoperson couch to a rear-facing lounge with a multiposition backrest. Neat.

Abaft, a stainless-steel perimeter fence keeps everyone safely inside while under way and provides easy access to the stern deck for watersports. A matching ski tow and boarding ladder add utility and clean style to the Sylvan's look.







BOATING **CERTIFIED** TEST RESULTS

HIGH POINTS

- It accelerates quickly, providing pleasure and thrills.
- Maior innovative thinking in the aft deck's convertible bar/lounger arrangement.
- Bar seating for four, coupled with the center party pit, plus the cool foredeck lounges.

SEE THE VIDEO

To see our video review of the Starcraft CX 25 DL Bar, scan this tag or visit boatingmag.com/ bbg20/starcraft cx25dlbar.



SPECS: LOA: 24'8" BEAM: 8'6" DRAFT: 1'8" DRY WEIGHT: 2,471 lb. SEAT/WEIGHT CAPACITY: 14/2,590 lb. FUEL CAPACITY: 60 gal. HOW WE TESTED: ENGINE: Yamaha F250 four-stroke 250 ho DRIVE/PROP: Outboard/Yamaha Saltwater Series 15.75" x 13" 3-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 45 gal CREW WEIGHT: 400 lb.

ith the do-everything CX 25 DL Bar. Starcraft takes a novel approach to pontoon boats, developing a convertible bar-turned-lounge arrangement on the aft deck of this new single-engine 25-footer-and boy does it turn heads. Raft up to the fleet at the cove or island, lower the bar, then recline and tan yourself awhile. When the sun drops below the yardarm (a phrase denoting cocktail hour aboard boats the world over), convert the arrangement into the entertainment bar and watch as crowds of friends and family belly up to it. It's impos-

sible not to notice this cool arrangement, just as it's impossible not to enjoy it.

Cruising across the water on the way out, this Starcraft won't leave you wanting. With a Yamaha F250 outboard bolted to the stout transom bracket, it rockets to 30 mph in a cat-quick 6.7 seconds, and tops out just under 44 mph.

The best economy we recorded comes at a nice 21.6-mph clip, turning 3,500 rpm and burning 5.9 gallons per hour-that's nearly 3.7 miles per gallon. This 'toon rolls through turns with finesse and sure-footedness. It's a nice ride, to be sure.

The foredeck layout is conventional, with two inward-facing lounge couches that feature nice curved sections in the bow. The diamond-pleated, tufted-top upholstery is plush; it feels great to sink in and feel the comfort in the wind. And it's a bit windy, because the console offers just a low, sculpted Lexan screen for the driver.

Behind the windscreen is a fully outfitted dash console, with Starcraft electronic instruments that sport a classic analog appearance. The optional blackout perimeter rails add a sleek touch to this

	SPEED	l		EF	FICIEN	CY		OPER	RATION
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	3.6	4.1	1.0	3.6	4.1	192.4	221.4	0	55
1500	5.0	5.8	1.8	2.8	3.2	151.2	174.0	0	57
2000	7.1	8.2	2.7	2.6	3.0	142.5	164.0	1	63
2500	11.2	12.9	4.1	2.7	3.1	147.6	169.9	2	69
3000	15.4	17.7	5.0	3.1	3.5	166.1	191.2	1	74
3500	18.8	21.6	5.9	3.2	3.7	171.8	197.7	1	75
4000	22.8	26.2	8.6	2.6	3.0	143.0	164.5	1	74
4500	26.6	30.6	10.3	2.6	3.0	139.4	160.4	1	75
5000	29.7	34.2	13.5	2.2	2.5	118.9	136.8	1	75
5500	32.8	37.8	16.9	1.9	2.2	105.0	120.8	1	76
6000	36.1	41.5	20.8	1.7	2.0	93.6	107.7	1	80
6250	37.8	43.5	23.4	1.6	1.9	87.2	100.4	1	87
MOST	CONOM	TCAL CRI	ITSTNG SPE	FD					

STARCRAFT MARINE New Paris, Indiana: 866-772-4538: starcraftmarine.com

Price: \$89,762

performance cruiser, but as mentioned, the real magic is abaft: Once your crew gets a look at that convertible bar/lounge setup, they'll think of nothing else.

But this craft's fit for watersports as well; besides the amidships party pit with removable table and the out-back bar setup, there's a spacious aft deck for swimming, hanging out or diving in with a tube or wakeboard.

The best part, perhaps, is the value: This rig, even with the big-power Yamaha outboard, sells for a reasonable \$90,000.



BENNINGTON 23 RX SPORT SWINGBACK

HIGH

- Dual. Rockford Fosgate PMX-2 digital-media receivers.
- Elliptical Sports Package provides V-hulllike handling.
- ▶ Standard pop-up changing room; additional storage below the Swingback seat.

SEE THE VIDEO

To watch our video review of the 23 RX Sport Swingback, scan this tag or visit boatingmag.com/ bbg20/bennington 23rxswingback.





SPECS: LOA: 25'3" BEAM: 8'6" DRAFT (MAX): 1'3" DRY WEIGHT: 3,238 lb. SEAT/WEIGHT CAPACITY: 14/1,974 lb. FUEL CAPACITY: 50 gal.

HOW WE TESTED: ENGINE: Yamaha 250 DRIVE/PROP: Outboard/Yamaha Saltwater Series II 153/4" x 15" 3-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 50 gal. CREW WEIGHT: 390 lb.

limited-edition model in 2019, Bennington's feature-packed 23 RX Sport Swingback enjoys fulltime status for 2020. In addition to the Swingback bench aft, the RX Sport comes with an impressive list of standard features. Aluminum-cladded rails ring the perimeter, with sweeping lines and stainless-steel and mesh accents aft. Deck trim, deck skirt and Bimini frame are stylishly blacked-out. Within, Bennington's Sport interior adds a linen-like texture to vinyl seat coverings, with contrasting accents. Add the Bennington wing logo to the entry gates and the seat backs, and similar aluminum cladding for the interior rails and the net effect is a decidedly upscale vibe and look.

The bow features twin chaises, the port 4 feet in length and the starboard 5 feet, both offering abundant stowage below. Note the starboard seatback: It pivots up and out to continue storage well under the helm. Aft, a 5-foot-8-inch port couch adjoins the 5-foot-wide Swingback seat to form an L-shaped lounge. Pivot the Swingback seatback forward and it creates an inviting aft-facing recliner over 6 feet in width with 4 feet of length to stretch your legs. A stylish, beefy stainless-steel rail rings the perimeter. Stereo controls are at the ready, as are a pair of rear-facing speakers. Pop-up changing room and additional storage are found below.

Bennington opts not to raise the helm, instead gently sloping the bow rails and seat backs to offer a few more degrees of visibility for the captain and create a sleeker profile. The dash showcases the builder's typical attention to detail, with neat rows of stainless-steel toggle switches and, on our test boat, an optional SIM-

RAD flat-screen display, arrayed neatly around a three-spoke wheel with matching wood-grain accents.

Our test boat's Yamaha 250 outboard pushed the RX onto plane in 4 seconds, past 30 mph in 7.5 and topped out at 42.4 mph. The optional Elliptical Sports Package provides V-hull-like handling via a unique, 32-inch elliptically shaped center pontoon and produced a sporty, intuitive bank into corners and some of the smoothest cornering we've experienced while testing a pontoon.

	SPEED			EF	FICIEN	CY		OPERATION		
				naut.	stat.	n. mi.	s. mi.	-	sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	4.52	5.20	1.60	2.82	3.25	127	146	0	59	
1500	5.74	6.60	2.20	2.61	3.00	117	135	0	62	
2000	7.91	9.10	3.20	2.47	2.84	111	128	2	67	
2500	13.56	15.60	4.50	3.01	3.47	136	156	2	69	
3000	17.29	19.90	6.10	2.83	3.26	128	147	1	75	
3500	20.94	24.10	8.20	2.55	2.94	115	132	1	75	
4000	23.20	26.70	10.60	2.19	2.52	98	113	2	77	
4500	27.81	32.00	14.00	1.99	2.29	89	103	2	79	
5000	31.11	35.80	17.60	1.77	2.03	80	92	1	84	
5500	34.15	39.30	21.40	1.60	1.84	72	83	1	87	
5800	36.84	42.40	24.40	1.51	1.74	68	78	1	87	

BENNINGTON PONTOON BOATS





- Side gates are recessed to reduce abrasions when docking.
- ▶ Side boarding gate is wheelchair accessible.
- Mercury power adds smooth, robust operatina control.

SEE THE VIDEO

To see our video review of the SS 250 WS, scan this tag or visit boatingmag.com/ bba20/lowe ss250ws.



SPECS: LOA: 25'7" BEAM: 8'6" DRAFT: NA DRY WEIGHT: 2.715 lb. SEAT/WEIGHT CAPACITY: 13/1.813 lb. FUEL CAPACITY: 50 gal. HOW WE TESTED: ENGINE: Mercury 300 hp FourStroke V-8 DRIVE/PROP: Enertia 16" pitch 3-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 20 gal. CREW WEIGHT: 200 lb.

25-foot, 7-inch pontoon boat makes an enormous playground on the water for families and friends. The performance that comes from the added buoyancy of a third pontoon and the reduced drag from strakes that lift the tubes to the surface of the water optimize horsepower and increase the fun.

At speed, the SS 250 WS presses you back against the lush living room of upholstery surrounding the crew.

In turns, the power steering gives smooth control and Mercury's dynamic throttle easily maintains torque by feed-

ing in throttle to keep the boat turning smoothly instead of dumping speed and wallowing through the turn. In straightaways, each nudge of the throttle returns rewarding acceleration.

Enhancing comfort on board this speedster are dual acrylic and fiberglass consoles, complete with a beam-to-beam windshield that protects from wind while its low-profile design adds to its sleek appearance. Also benefitting from the power are watersports enthusiasts who might enjoy skiing, wakeboarding or riding a tube at the end of a rope secured to the optional pylon.

The triple pontoons are 25 inches in diameter and made of .080-gauge aluminum; a protective keel guards the leading edge from impact. Those triple tubes also enhance capacity for crew and buoyancy to ride clear of rough wakes.

Style points at the helm include optional reclining chairs for the captain and mate. Arm rests automatically adjust for comfort. Lounge seating surrounds the area forward of the windshieldbut the windshield's low-profile design

	SPEED			EF	LICIEIA	UT		UPER	MITON
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	3.9	4.5	1.1	3.6	4.1	160.0	184.1	0	60
1500	5.8	6.7	2.0	2.9	3.4	131.0	150.8	0	65
2000	9.0	10.3	2.9	3.1	3.6	138.9	159.8	1	70
2500	13.4	15.4	3.6	3.7	4.3	167.3	192.5	1	72
3000	16.7	19.2	5.0	3.3	3.8	150.2	172.8	1	72
3500	19.8	22.8	6.4	3.1	3.6	139.3	160.3	0	75
4000	23.8	27.4	8.8	2.7	3.1	121.8	140.1	0	77
4500	31.5	36.3	11.3	2.8	3.2	125.6	144.6	0	79
5000	36.8	42.3	14.4	2.6	2.9	114.9	132.2	0	84
5500	40.2	46.3	17.0	2.4	2.7	106.5	122.6	0	85
6000	44.0	50.7	23.2	1.9	2.2	85.4	98.2	0	84
6200	44.8	51.6	23.5	1.9	2.2	85.9	98.8	0	88
MOST	ECONOM	CAL CRU	ISING SPE	ED					

LOWE BOATS non, Missouri; 800-641-4372; loweboats.com

Price: \$53,287

keeps captain and crew in touch. The elevation of both consoles also enhances the view forward.

Aft seating is just as luxurious and divided at the center stern boarding gate. A standard acrylic cocktail table was upgraded on our test boat: a clear acrylic table with stainless-steel cup holders and wineglass holders for four.

Lowe's durable construction, reliable power and luxury on the water make performance, fun and comfort a given on the SS 250 WS.

It's a big blue world out there.

Roam with style and confidence.

The 407 Nomad empowers you to roam the seas in unrivaled comfort and speed. Because with a large, 700 gallon fuel capacity and a revolutionary step hull design, you can go farther and stay longer. The wave-crushing ride is superbly smooth and stable. The added space to lounge, entertain or fish is impressive in the aft cockpit and beyond. And you can choose between two configurations—the SE (Side Entry to the head) or the FE (Front Entry to the head). So whether you're out for a day of fishing with friends or just relaxing with the family, the 407 Nomad is equipped with everything you can imagine. And more. ONE OF A KIND. ONE AT A TIME.











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Visit us at the Miami International Boat Show to experience the 407 Nomad, February 13-17, 2020



HIGH

- Digital Vessel Control offers touchscreen, smartphone or kev-fob control.
- ▶ SL lounge includes ratcheting backrest that stops at various stages of recline.
- ▶ Standard under-helm storage, plus a handy oversize alove box.

SEE THE VIDEO

To see our video review of the 25 Legacy SL, scan this tag or visit boatingmag.com/ bbg20/manitou 25legacysl.



SPECS: LOA: 26'4" BEAM: 8'6" DRAFT (MAX): 1'2" DRY WEIGHT: 3.885 lb. SEAT/WEIGHT CAPACITY: 14/1.935 lb. FUEL CAPACITY: 43 gal. HOW WE TESTED: ENGINE: Evinrude G2 300 DRIVE/PROP: Outboard/Evinrude Rebel 151/2" x 16" 3-blade stainless steel GEAR RATIO: 1.85:1 FUEL LOAD: 43 gal. CREW WEIGHT: 360 lb

ike nearly all Manitous we've tested over the years, the 25 Legacy SL featured an ultrasmooth ride and a sporty, inside lean through the corners that's more akin to a traditional V-hull. Chalk it up to the builder's patented V-Toon technology. Twin 25-inch pontoons flank a central 27-inch pontoon, dropped lower than the outer tubes. Taking into account the central tube's added girth, the effect is to lower the bottom of the center pontoon a full 51/4 inches and mimic a V-hull's shape. Add the wide, positive-angle lift-

ing strakes of Manitou's Sport Handling Package on all three tubes. Teleflex Sea-Star Power Assist steering and a performance transom design and the result is a boat that powers instantly onto plane, banks sweetly into turns and, with our test boat's 300 hp Evinrude G3, topped out at over 48 mph.

Manitou carries the performance feel below onto the look and feel of the helm above. Here, a standard 7-inch Garmin touchscreen display is surrounded in the brand's trademark billet aluminum, an accent that continues with the retaining gate for a padded cellphone tray, onto the propeller-like spokes of the tilt steering wheel and, in more functional fashion, the billet transom.

Elsewhere, optional matte black powder-coat provides a pleasant contrast, coloring the stylish supports for the minimalist glass windscreen, traditional pontoon fencing and Bimini hardware.

While both handling and styling scream performance, the Legacy's interior is all luxury. Forward, parallel lounges, one 5 feet, 4 inches and the other 5 feet,

	SPEED			EF	FICIEN	UY		UPER	MUITA
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.52	5.20	0.70	6.46	7.43	250	287	0	64
1500	6.34	7.30	1.40	4.53	5.21	175	202	1	68
2000	7.99	9.20	2.50	3.20	3.68	124	142	2	77
2500	11.47	13.20	3.90	2.94	3.38	114	131	3	80
3000	16.42	18.90	5.70	2.88	3.32	112	128	2	76
3500	19.90	22.90	7.40	2.69	3.09	104	120	2	79
4000	24.42	28.10	10.20	2.39	2.75	93	107	2	87
4500	31.11	35.80	13.30	2.34	2.69	91	104	2	83
5000	35.98	41.40	17.20	2.09	2.41	81	93	2	85
5500	39.54	45.50	23.90	1.65	1.90	64	74	2	91
5700	41.80	48.10	23.90	1.75	2.01	68	78	3	91
MOST	ECONOMI	CAL CRU	ISING SPE	ED					

Price: \$94,700

MANITOU PONTOON BOATS Lansing, Michigan; manitoupontoonboats.com

10 inches, feature generous thigh bolsters and artistic, quilt-like stitching in the lumbar region. That same stitch pattern is found in the twin captains' chairs (each with its own flip-up bolster) and on the interior panels of the aft SL lounge. The latter can be set up as a forward-facing bench with rear playpen, forward- or aftfacing recliner, or just one giant 6-foot-8inch by 5-foot-2-inch sun bed.

No less than eight cup holders surround the perimeter. A stereo remote is just an arm's length away.





What a sweet ride.

With the new GTI[™] you can now listen to your favorite tunes, take whatever you need with a larger front storage and LinQ[™] attachment system, plus you'll enjoy a bigger swim platform and improved stability.

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BOATING CERTIFIED TEST RESULTS

BOAT BUYERS GUIDE



HIGH POINTS

- ▶ The featured tube-tow watersports cage is included with the Triple Toon package.
- Hertz marine stereo with six speakers, including two facing out on the stern.
- Stow-away table in port chaise.

SEE THE VIDEO

To watch our video review of the C24UC, scan this tag or visit boatingmag.com/ bbg20/barletta c24uc.



SPECS: LOA: 25'2" BEAM: 8'6" DRAFT (MAX): 1"1" DRY WEIGHT: 3.194 lb. SEAT/WEIGHT CAPACITY: 13/1.700 lb. FUEL CAPACITY: 34 gal. HOW WE TESTED: ENGINE: Mercury 200 PROP: Outboard/Mercury Enertia 15.3" x 14" 3-blade stainless steel GEAR RATIO: 1.85:1 FUEL LOAD: 10 gal. CREW WEIGHT: 350 lb.

arletta's C-Class marks the builder's first foray into an entry-level category. This boat shares many of the construction details, fit and finish, and overall attention to detail we've noted aboard Barletta's high-end offerings. Ibeam crossmembers are bolted to welded risers, with V.I.P. technology: polyurethane rubber isolation pads placed anywhere aluminum meets aluminum. Power Biminis come standard, rather than being a pricey add-on. Furniture proves plush and comfortable. And yes, there's still a pull-out doggie dish.



The C24 UC combines two bow couches (one is 6 feet. 2 inches in length, the other is 6 feet, 8 inches) with twin captains' chairs amidships and a versatile Ultra Lounge aft. Bow couches feature generous thigh bolsters and pillow tops, with integrated storage below.

Captains' chairs are comfortably high-backed, with flip-down armrests. It's the Ultra Lounge, however, that should prove a crew favorite. Upright, it's a 4-foot-10-inch bench seat, with a spacious sun pad behind. Pivot the seatback forward and form a mega-recliner. Lower it fully flat and that sun pad grows to a full 6 feet, 6 inches by 5 feet. In this position, you also can raise one or both of the aft-most cushions to create a forwardfacing recliner.

As you might expect on an entry-level model, the helm is somewhat minimal, but it's still full fiberglass, with a pair of chrome-rimmed, analog combo gauges front and center on the dash and a standard Lowrance 4x Hook GPS fish finder set off to the right. The premium steering wheel is surprisingly stylish for the price

	SPEED			EF	FICIEN	CY		OPER	RATION
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	3.91	4.50	1.00	3.91	4.50	120	138	0	58
1500	5.47	6.30	1.50	3.65	4.20	112	129	1	61
2000	6.69	7.70	2.50	2.68	3.08	82	94	2	67
2500	10.86	12.50	2.80	3.88	4.46	119	137	2	73
3000	15.12	17.40	4.00	3.78	4.35	116	133	1	77
3500	18.51	21.30	5.90	3.14	3.61	96	110	1	72
4000	21.64	24.90	7.50	2.89	3.32	88	102	1	72
4500	25.29	29.10	9.90	2.55	2.94	78	90	2	74
5000	28.68	33.00	12.70	2.26	2.60	69	80	2	77
5500	32.33	37.20	17.30	1.87	2.15	57	66	2	81
5600	0.00	37.20	17.30	0.00	2.15	0	66	2	82
MOST	CONOM	CAL CRU	ISING SPE	ED					

BARLETTA PONTOON BOATS

point. Stereo controls are within arm's reach, as are a neat row of chrome-accent rocker switches.

Throttle the Mercury 200 outboard up and the C24, riding on a trio of 25-inch pontoons, smoothly transitions right onto plane, never presenting any notable bow rise to interrupt the captain's forward view. Turn the wheel over and the C24 banks into corners with the same silkiness of its flagship siblings. Thirty miles per hour is reached in 6.7 seconds. Top speed peaked at 37.2 mph.





- Raised driver's console with dual-pad footrest is well engineered.
- Standard stainless-steel ski tow and boarding ladder are stout and won't rattle.
- ► Hertz stereo system takes clean sound and ease of use to the next level.

SEE THE VIDEO

To see our video review of the E24QC, scan this tag or visit boatingmag.com/ bbg20/barletta e24qc.



SPECS: LOA: 26'6" BEAM: 8'6" DRAFT: 1'1" DRY WEIGHT: 3.560 lb. SEAT/WEIGHT CAPACITY: 13/1.837 lb. FUEL CAPACITY: 34 gal. HOW WE TESTED: ENGINE: Mercury 250 FourStroke DRIVE/PROP: Outboard/Mercury Enertia 14.7" x 16" 3-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 16 gal. CREW WEIGHT: 400 lb

his is Barletta's sophomore year, but it is playing at varsity level. The builder's offerings this year are fully equipped, and Barletta provides features, construction, performance and styling on par with the best in the industry. This E24QC with a Mercury 250 FourStroke provided strong performance, attention-grabbing good looks and many useful, well-engineered features. Performance-wise, the 26-inch diameter tubes with full-length lifting strakes and outside spray rails on the outer tubes worked with the Merc to provide acceleration

from zero to 30 mph in 6.5 seconds and a top speed of 44.5 mph at 5,800 rpm. Fuel mileage? Best cruise netted 4 mpg (3.6 gph) at 14.5 mph and 2,500 rpm. Handling was sharp, with excellent turning ability and no bounce or wallowing at any speed. Minimum plane speed occurred at just 14 mph at 2,500 rpm; that makes for a nice dinner-cruise speed, especially with a low cockpit-noise level of just 67 decibels.

Below the deck, the Barletta employs crossmembers that are extruded I-beams, gasketed at every bolted joint. The deck is 3/4-inch plywood, glued and screwed together and to the structure. Barletta offers few hull options, preferring to make things easier in the ordering process. The "performance" options on other hulls (under-deck covering, large-diameter tubes, lifting strakes, full-length center tube, and outside spray rails) are standard.

The deck layout is simple yet effective for cruising, gatherings and watersports. The bow features long, facing loungers that will easily handle a few passengers per side. Amidships, the cockpit offers twin captain/copilot chairs that swivel,

	SPEED	l		EFFICIENCY					
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.0	4.6	1.3	3.1	3.5	99.6	114.6	0	54
1500	5.6	6.5	2.1	2.7	3.1	87.1	100.3	0	60
2000	8.1	9.3	3.1	2.6	3.0	84.5	97.2	1	63
2500	12.6	14.5	3.6	3.5	4.0	113.4	130.5	1	67
3000	15.9	18.3	5.1	3.1	3.6	101.0	116.3	0	69
3500	19.3	22.2	7.0	2.8	3.2	89.3	102.8	0	69
4000	23.2	26.7	9.2	2.5	2.9	81.7	94.0	0	70
4500	27.4	31.5	11.6	2.4	2.7	76.5	88.0	0	74
5000	32.2	37.0	14.2	2.3	2.6	73.4	84.4	0	77
5500	36.9	42.5	20.2	1.8	2.1	59.2	68.2	0	78
5800	38.7	44.5	21.4	1.8	2.1	58.5	67.4	0	78
MOST	ECONOM:	ICAL CRU	ITSTNG SPE	EED					

BARLETTA BOAT COMPANY

Price: \$96,970

encen

slide and tilt. Abaft, twin facing love seat lounges make a cozy conversation pit.

Custom touches abound, such as upholstered seat bases, pillow-tufted upholstery, USB charging ports at every seating location, a custom pop-out pet dish, clean and well-routed rigging, and a driver's console that's raised and features a twoposition footrest area. The E24QC challenges the establishment, and does it with engineering, performance and features, and relative affordability: a cool \$100,000 buys it, as tested.













YOU'RE UP FOR MOST ANYTHING. SO IS THE F200.





BOATING **CERTIFIED TEST**

BOAT BUYERS GUIDE





HIGH POINTS

- JL Mediamaster MM100 Stereo with six JL Premium speakers, with chrome grills, LED speaker lights and a JI Audio fourchannel amplifier for volume and clarity.
- Admiral highback reclining helm seat boasts quality features such as easy-toreach remote levers for swivel and tilt nlus an adjustable height nedestal
- ► RGB interior mood lighting mates with RGR underrub-rail lighting and the RGB-lighted cup holders. Together, these provide great ambiance.

SPECS: LOA: 26'6" BEAM: 8'6" DRAFT: 1'3" DRY WEIGHT: 4.600 lb. SEAT/WEIGHT CAPACITY: 14/1.950 lb. FUEL CAPACITY: 58 gal. HOW WE TESTED: ENGINE: Mercury 300 Verado DRIVE/PROP: Outboard/Mercury Enertia 14" x 19" 3-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 29 gal. CREW WEIGHT: 350 lb.

he Grand Tahoe series is Tahoe's flagship offering, emphasizing luxury above deck and performance below. The former becomes apparent the minute you see it. Rather than exposed fencing, the exterior is cutting-edge sleek, with smooth, painted aluminum panels teeming with sculpted fiberglass merging the looks of traditional pontoons and fiberglass cruisers. A stainless-capped, wraparound, TaylorMade walk-through windshield sits atop the consoles. Aft, twin stowage trunks reside in the stylish fiberglass modules that define the stern. Aboard

our test boat, a sweeping overhead powered arch completed the flagship looks.

Open the beefy, fiberglass bow door: facing couches await. Pillow tops and thigh bolsters add comfort and security. Rather than roto-molded plastic, seat bases are framed in aluminum tubing and covered in vented enclosures to keep contents aired out and dry. Take a seat at the upscale fiberglass helm and take control using the two primary touchscreens displaying general engine information, with lighting and stereo controls. To the left, a Hummingbird Helix 5 GPS is at the ready. A trio of flat tray-like areas accommodate phones or other small items; multiple USB ports and 12-volt outlet await below.

Opposite the helm, the port console features a flat, faux-granite workspace with a glovebox. Aft, two more couches await, with forward-facing backrests. As in the bow, plentiful storage awaits below. At the stern, a deep swim platform and four-step stainless ladder make for easy water access.

Powered by a Mercury Verado 300 outboard, our test boat jumped out of the

	SPEED			EH	FICIEN	CY		OPER	RAHON
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.17	4.80	1.50	2.78	3.20	145	167	0	57
1500	5.74	6.60	2.20	2.61	3.00	136	157	0	62
2000	7.73	8.90	3.20	2.42	2.78	126	145	1	65
2500	11.12	12.80	4.20	2.65	3.05	138	159	2	68
3000	15.38	17.70	5.90	2.61	3.00	136	157	1	72
3500	18.73	21.55	8.20	2.28	2.63	119	137	1	74
4000	22.77	26.20	10.50	2.17	2.50	113	130	1	75
4500	26.50	30.50	13.20	2.01	2.31	105	121	2	78
5000	31.28	36.00	17.70	1.77	2.03	92	106	2	82
5500	37.28	42.90	21.10	1.77	2.03	92	106	2	85
5740	0.00	43.20	23.30	0.00	1.85	0	97	2	84
MOST	CONOM	CAL CRU	ISING SPE	ED					

TAHOE PONTOON BOATS

Price: \$146,434

hole and was almost instantly on plane. Below deck, Tahoe's Waveglider High Performance system produced a smooth ride with a noticeable performance feel. Triple, 27-inch pontoons feature unique extruded lifting fins with a cupped design that Tahoe promises will reduce drag, produce a higher plane off the water and deliver a fast, smooth ride in a variety of water conditions. That higher running angle can be seen in our test numbers. The 30-mph threshold was reached in 8.6 seconds. Top speed averaged 46.4 mph.





BOATING CERTIFIED TEST RESULTS

HIGH POINTS

- Fiberglass bowrider changes the game.
- Upholstery colors, quality stitching and patterns make Bennington interiors first rate.
- New Rockford Fosgate sound system with two separate head units.

SEE THE VIDEO

To see our video review of the 24 R Bowrider Swingback, scan this tag or visit boatingmag.com/ bbg20/bennington 24rhowrider



SPECS: LOA: 26'6.5" BEAM: 8'6" DRAFT: NA DRY WEIGHT: NA SEAT/WEIGHT CAPACITY: NA FUEL CAPACITY: 58 gal. HOW WE TESTED: ENGINE: Yamaha F300 V-6 four-stroke DRIVE/PROP: Outboard/Yamaha Saltwater Series II 15.75" x 15" stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 44 gal. CREW WEIGHT: 400 lb

nce in a while a boat changes the playing field. Take Bennington's 24 R Bowrider Swingback. With a floor plan boasting a recessed bowrider design called the Step-Down U-Lounge, it makes the mark. It doesn't feel like a typical pontoon, it feels more luxurious and safer. The pilot and copilot can easily see over the heads of crew seated forward. Better command, confidence and control results. The forward perimeter fences feature lowered profile rails with see-through upper sections. Seems simple, again, but it allows the driver and passengers to see

through what is normally blocked; this makes for easier docking and also makes it nicer for those aboard to interact with those on the beach or sandbar. With that drop-center floor, one might wonder how they did that. The answer is in the center V-hull section, called the Integrated V-Hull Performance Package. This center pod is a custom-designed V-toon that adds lift, along with turning ability and stability, while also giving designers room to drop the foredeck. Ingenious all the way 'round.

Forward of the bow lounges, there's plenty of deck space to help with launching or docking. The lounges in the bow feature Integrated Bench-Back Storage-Bennington's fancy way of saying that just below the upper pillows, the couches employ a deeply recessed shelf that allows for secure storage of items such as cellphones, hats and sunglasses. Even the removable cocktail table is not typical; it's a thick, wood-grained, molded plastic that's solid, securely mounted and looks great.

The cockpit console is sleek and swept, with a small, lipped Lexan windscreen. The Vantage Point captain's chairs are

	SPEED	<u> </u>		EF	FICIEN	CY		OPER	RATION
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.2	4.8	1.2	3.5	4.0	181.4	208.8	0	59
1500	6.1	7.0	1.9	3.2	3.7	167.1	192.3	0	63
2000	7.6	8.8	3.2	2.4	2.8	124.7	143.6	1	68
2500	13.7	15.8	4.6	3.0	3.4	155.8	179.3	1	74
3000	15.6	18.0	5.6	2.8	3.2	145.8	167.8	1	75
3500	20.2	23.2	7.6	2.7	3.1	138.5	159.3	1	73
4000	23.5	27.1	10.2	2.3	2.7	120.5	138.7	1	76
4500	27.2	31.3	13.4	2.0	2.3	106.0	121.9	1	79
5000	27.6	31.8	15.5	1.8	2.1	93.1	107.1	1	82
5500	30.0	34.5	18.2	1.6	1.9	86.0	99.0	1	83
6000	34.5	39.7	24.0	1.4	1.7	75.0	86.3	1	84
6100	35.6	41.0	25.9	1.4	1.6	71.8	82.6	1	85
MOST	ECONOM	TCAL CRU	ITSTNG SPE	ED					

BENNINGTON PONTOON BOATS

Price: \$140,894

beautifully stitched and plush. Behind those, the aft section features a swingback-reversible, wide-lounge platform, with stainless-steel perimeter fencing and a matching boarding ladder.

Performance is solid; 42 mph was our top end, with predictable and sure-footed handling in curves and over chop and rollers. Best cruise was just under 16 mph at 2,500 rpm, where the 300 Yamaha gave back 3.4 miles per gallon. Acceleration was quick and authoritative, with 30 mph achieved in just 6.4 seconds.



BENNINGTON 25 QX FASTBACK

HIGH

- Fastback stern design works with the bow silhouette, adds open, airy feel.
- Optional cladded sport arch includes elevated tow point for watersports.
- Fiberglass, compound radius bow has storage compartments within.

SEE THE VIDEO

To watch our video review of the 25 QX Fastback, scan this tag or visit boatingmag.com/ bbg20/bennington 25qxfastback.





 $\textbf{SPECS: LOA: } 27"3" \ \textbf{BEAM: } 8"6" \ \textbf{DRAFT (MAX): } 2"9" \ \textbf{DRY WEIGHT: } 4,154 \ \textbf{lb. SEAT/WEIGHT CAPACITY: } 15/2,142 \ \textbf{lb. FUEL CAPACITY: } 50 \ \textbf{gal. } 15/2,142 \ \textbf{lb. } 15/2,142 \ \textbf{lb$

HOW WE TESTED: ENGINE: Yamaha 350 DRIVE/PROP: Outboard/Yamaha Saltwater Series XL 161/4" x 15" 3-blade stainless steel GEAR RATIO: 1.73:1 FUEL LOAD: 45 gal. CREW WEIGHT: 360 lb.

n Bennington's extensive array of floorplans, the letter Q designates luxury. While the 25 QX Fastback clearly fits the bill, the lasting impression is more like waterborne power. The molded fiberglass bow rakes sharply toward the water.

Fiberglass-cladded rails are sharply faceted and devoid of traditional fencing. Spanning the twin consoles, a low-profile, steeply raked walk-through windshield is deeply tinted, adding an air of mystery. At the stern, side panels finish in a mix of bright stainless steel and wire mesh.



Add a swept-forward overhead arch, a Yamaha outboard color-matched to the new-for-2020 Monaco Blue exterior, a blacked-out trio of top rail, pontoon skirt and deck rail, and the 25 QX looks almost ready to rumble.

The interior's clean graphite palette perfectly complemented the blue exterior. Forward, twin wraparound benches line both sides, converting into a full wraparound bench if you add the removable bow gate seat.

The graphite theme continues at the helm, offset by complementary wood-grain accents. Chrome-clad rocker switches are arrayed across the bottom of the dash. Above, an optional Simrad GO9 GPS touch $screen\,display\,eliminated\,any\,gauge\,clutter.$

To port, a cocaptain's chair is perched behind the port console, the latter featuring granite-like counter space and optional stainless-steel sink with a faucet.

Aft, Bennington's Quad Bench mixes seating capacity with lounge space, featuring twin couches that wrap toward a central gate and forward-facing backrests should occupants want to stretch.

On the sizable swim platform, additional cup holders, stereo and an oversize stainless-steel boarding ladder awaits.

Our test boat had the ESP Performance Package, one of the most dramatic pontoon configurations on the market. The central tube is a sizable 32 inches in diameter and elliptical in shape.

Flanked by 25-inch outer pontoons, it produces handling similar to that of a Vhull. With our test motor, the craft powered onto plane in 4.4 seconds, reached 30 mph in 7.1, and topped out at nearly 48 mph.

	SPEED			EF		OPERATION			
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.08	4.70	1.60	2.55	2.94	115	132	1	64
1500	6.00	6.90	2.70	2.22	2.56	100	115	2	67
2000	7.73	8.90	4.50	1.72	1.98	77	89	3	73
2500	14.08	16.20	5.40	2.61	3.00	117	135	2	71
3000	18.51	21.30	7.40	2.50	2.88	113	130	1	76
3500	21.64	24.90	9.60	2.25	2.59	101	117	2	77
4000	26.24	30.20	12.70	2.07	2.38	93	107	1	79
4500	29.63	34.10	15.90	1.86	2.14	84	97	2	79
5000	33.37	38.40	19.00	1.76	2.02	79	91	2	82
5500	37.63	43.30	25.70	1.46	1.68	66	76	1	85
6000	40.75	46.90	31.10	1.31	1.51	59	68	1	87
6100	41.45	47.70	32.30	1.28	1.48	58	66	1	89
MOST	CONOM	CAL CDII	TETNIC SDE	ED					

BENNINGTON PONTOON BOATS

ith a top speed of nearly 65 miles per hour, you couldn't ask for much more performance from a single-engine pontoon. PlayCraft's PowerToon X-Treme 2700 makes this speed with triple powder-coated tubes with a Mercury Racing 450 hp outboard bolted to the center one. The motor's styling perfectly complements PlayCraft's well-practiced designers' and upholsterers' work to make the X-Treme look extremely fast just sitting at the dock. The center tube is longer than the outboard tubes, giving the boat a rakish bow.



HIGH POINTS

- ► PlayCraft's exclusive patented boarding steps are built into the starboard pontoon for convenient reboarding.
- ▶ The side gate is ideal for wheelchair boarding
- The large sun pad adds comfort and reduces already-quiet engine noise.

SEE THE VIDEO

To see our video review of the X-Treme 2700, scan this tag or visit boatingmag .com/bba20/plav craftxtreme2700.



HOW WE TESTED: ENGINE: Mercury Racing 450 hp supercharged DRIVE/PROPS: Bravo 20 FS 4-blade stainless steel GEAR RATIO: 1.6:1 FUEL LOAD: 25 gal. CREW WEIGHT: 250 lb.

SPECS: LOA: 27'5" BEAM: 8'6" DRAFT (MAX): 1'0" DRY WEIGHT: 2.950 lb. SEAT/WEIGHT CAPACITY: 15/3.000 lb. FUEL CAPACITY: 30 gal.

The buoyancy of the center tube adds passenger-carrying capacity. Lifting strakes, long, extruded aluminum fins that resemble chines on the outside edge of the tubes, widen them, add lift and serve to hold the boat tight in performance turns.

Thanks to PlayCraft's long experience in building solid, U-shaped tubes and the generous use of crossmembers to join the flat-topped tubes to one another, the boat remains solid, rigid and comfortable at the highest speeds, in sharp turns and on rough waters. We should know after testing these great boats on Lake of the Ozarks for nearly 20 straight years.

With Mercury power, you get Smart Craft instrumentation with fuel-management data outputs, power steering and super-smooth electronic throttle and shift.

With PlayCraft construction, you get the most exciting-looking pontoon on the water. Checkered-flag paint is actually paint, not stick-on graphics. Super-strong side gates have swooping curves in the rails to outline the flying-flag look. Powder-coated rails, tubes and Bimini top will look great for a long boating life.

	SPEED			EF	OPERATION				
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.6	5.3	1.4	3.3	3.8	88.8	102.2	1	69
1500	6.5	7.5	2.9	2.2	2.6	60.7	69.8	1	75
2000	9.3	10.7	4.7	2.0	2.3	53.4	61.5	1	74
2500	12.3	14.1	6.1	2.0	2.3	54.2	62.4	1	84
3000	16.9	19.5	8.2	2.1	2.4	55.8	64.2	1	84
3500	21.7	25.0	10.6	2.0	2.4	55.3	63.7	1	85
4000	30.6	35.2	12.8	2.4	2.8	64.5	74.3	1	90
4500	39.4	45.3	17.1	2.3	2.6	62.2	71.5	1	99
5000	45.1	51.9	26.6	1.7	2.0	45.8	52.7	1	102
5500	50.0	57.5	37.9	1.3	1.5	35.6	41.0	1	103
6000	53.4	61.5	38.5	1.4	1.6	37.4	43.1	1	104
6200	55.6	64.0	40.0	1.4	1.6	37.5	43.2	1	105
MOST E	CONOM	CAL CRU	ISING SPE	ED					

PLAYCRAFT BOATS Richland, Missouri: 573-765-3265; playcraftboats.com

On deck, seating is luxurious, and the ride, already smooth and soft, is turned to a magic-carpet feel with the thickly padded seats. PlayCraft's upholsterers are artists, practically quilting the seat covers of this resilient, padded vinyl in cool racing colors, with contrasting sewn-in flag graphics.

There's lounge seating for more than a dozen passengers, plus a luxurious swivel armchair with self-adjusting arm rests for a comfortable seat at the helm.

Which is where you deserve to be.



ALL-NEW A20

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BOATING **CERTIFIED TEST** RESULTS Price: \$119,593

HIGH

- Standards include power Bimini top, woven flooring, raised helm and multiple USB ports.
- Premium Hertz Marine stereo with six speakers, subwoofer and 1500W amplifier.
- ► Tube-Tow watersports cage incorporates fender storage.

SEE THE VIDEO

To watch our video review of the L25UC, scan this tag or visit boatingmag.com/ bbg20/barletta l25uc.



SPECS: LOA: 27'6" BEAM: 8'6" DRAFT (MAX): 1'2" DRY WEIGHT: 3.793 lb. SEAT/WEIGHT CAPACITY: 14/1.940 lb. FUEL CAPACITY: 48 gal. HOW WE TESTED: ENGINE: Mercury 400 Verado DRIVE/PROP: Outboard/Mercury Enertia 14.7" x 16" 3-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 18 gal. CREW WEIGHT: 385 lb

he L25UC is often referred to as the "boat that started Barletta." As such, it's a showcase for the builder's best features. These include not only amenities topside but also VIP construction below, vibration-isolating polyurethane rubber pads placed anywhere aluminum meets aluminum to deaden vibration and quiet the ride. It works. The L25UC felt solid and free of creaks and groans no matter what conditions we encountered or how hard we ran it.

Barletta retains a pontoon's traditional exterior fencing, but minimizes

and sculpts its curves for a streamlined profile. At the bow, top rails slope for not only style but to give the captain a few more inches of forward visibility. Aft that, fencing disappears all together, opening up the back deck. Stainlesssteel rails and stainless-steel tow bar rim the exterior. Safety chains close off port and starboard openings, or clip out of the way for unencumbered access to and from the water.

The L25UC combines a familiar pontoon layout forward with a modern take aft. In the bow, parallel 6-foot lounge seats invite passengers to socialize or just stretch out. At the helm, an upscale wheel features a leather-like wrap: aircraft-style toggles add a classy touch and twin analog-combo gauges keep tabs on speed and engine operation. Opposite the helm, a co-captain's chair awaits that first mate. That leaves space for the Ultra Lounge to bring up the rear. A forward-facing couch that backs up to a sun pad on the back deck, the Ultra Lounge backrest can also pivot forward to create a rear-facing recliner, lower fully to

	SPEED								
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.00	4.60	1.20	3.33	3.83	144	166	0	58
1500	5.56	6.40	1.70	3.27	3.76	141	163	0	63
2000	7.82	9.00	2.50	3.13	3.60	135	156	2	65
2500	12.51	14.40	3.60	3.48	4.00	150	173	2	68
3000	15.21	17.50	5.20	2.92	3.37	126	145	1	77
3500	18.77	21.60	7.30	2.57	2.96	111	128	1	74
4000	20.77	23.90	8.90	2.33	2.69	101	116	1	76
4500	26.33	30.30	11.50	2.29	2.63	99	114	1	77
5000	31.89	36.70	14.90	2.14	2.46	92	106	1	78
5500	36.24	41.70	19.40	1.87	2.15	81	93	1	79
6000	40.06	46.10	25.30	1.58	1.82	68	79	1	86
6300	42.49	48.90	34.30	1.24	1.43	54	62	1	89
MOST	CONOM	CAL CDII	TETNIC SDE	ED					

BARLETTA PONTOON BOATS ol, Indiana; 574-825-8900; barlettapontoonboats.com

form a generous 6-foot-6-inch by 5-foot sun pad, or with the aft cushions kicked up on hinged stands, fashion a forwardfacing sun pad with reclined headrests.

Our test boat was paired with a Mercury 400 Verado outboard, a powerful motor that pushed the craft rapidly onto plane, past 30 mph in 7.8 seconds and topped out at 48.9 mph while turning 6,300 rpm. Below deck, a trio of 26-inch pontoons easily carried the load, offering stability both at rest and underway, while banking smoothly into high-power turns at speed.



HARRIS CROWNE 270 SL TE

HIGH POINTS

- Medallion Glass Dash incorporates engine data. audio/lighting control, GPS navigation and more.
- JL Zone Control Stereo includes head unit. Fusion speakers.
- Sport Arch Inwers via push button.

SEE THE VIDEO

To watch our video review of the Crowne 270 SL TE, scan this tag or visit boatingmag.com/ bbg20/harris crowne270slte





SPECS: LOA: 27'11" BEAM: 8'6" DRAFT (MAX): 2'8" DRY WEIGHT: 5,111 lb. SEAT/WEIGHT CAPACITY: 13/3,337 lb. FUEL CAPACITY: 63 gal.

HOW WE TESTED: ENGINE: Twin Mercury 400 Verado DRIVE/PROP: Outboard/Mercury Revolution 4 145/8" x 21" 4-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 58 gal. CREW WEIGHT: 350 lb.

arris won a National Marine Manufacturers Association Innovation Award for its revolutionary Crowne design in 2013. That the same basic styling still looks as cutting edge today as it did seven years ago is a testament to this pontoon builder's forward-thinking approach, key to which is the replacement of the traditional pontoon fence enclosures with sleek, curvy fiberglass. Four fiberglass modules occupy the four corners of the deck outline, the forward pair curving aggressively toward the water. Those fiberglass modules incorporate both the

Crowne's outer walls and its seat bases. The result is a boat that fits in at both the sandbar party and the yacht-club cocktail hour.

Step through the stainless-steel bow gate and parallel benches flank the walkway. Harris angles the seat bottom profile to provide a more open, spacious feel, topping off the backrests with comfy pillow tops and accenting the lumbar region with diamond-pattern stitching. Finished stowage with drains is found below.

At the helm, the captain is greeted with billet dash accents, a stainless-steel spoke wheel and an attractive vinyl wrap with accent stitching. A central Medallion Glass Dash touchscreen is standard issue; a second touchscreen control to starboard replaces traditional switches.

On our test boat, both were complemented by an additional Simrad display. Aft, an L-shaped bench includes an optional rear-facing lounger with a powered, flip-flop backrest. Its linear actuated motor was nearly silent and allowed nearly unlimited stages of recline for forward- or aft-facing seating.

Twin Mercury 400 outboards pushed

this stable craft onto plane in a mere 3.6 seconds, reaching 30 mph in less than 7 seconds more before topping out at 61.2 mph atop triple 27-inch pontoons with strakes designed specifically for twin-engine performance.

Our test boat's standout feature, however, was the optional Mercury Joystick Piloting system. This intuitive control allowed us to literally make child's play of docking, effortlessly maneuvering the Crowne around a tight marina in the stiffest of crosswinds.

		SPEED			EF		OPERATION			
-					naut.	stat.	n. mi.	s. mi.	sound	
	rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
	1000	5.39	6.20	2.80	1.92	2.21	109	126	0	67
	1500	7.47	8.60	4.30	1.74	2.00	99	113	1	67
	2000	14.25	16.40	6.20	2.30	2.65	130	150	1	76
	2500	19.81	22.80	9.10	2.18	2.51	123	142	1	78
	3000	22.07	25.40	11.60	1.90	2.19	108	124	1	77
	3500	24.94	28.70	16.50	1.51	1.74	86	99	1	79
	4000	28.68	33.00	20.90	1.37	1.58	78	90	1	84
	4500	33.72	38.80	26.30	1.28	1.48	73	84	1	84
	5000	36.50	42.00	32.20	1.13	1.30	64	74	1	86
	5500	45.53	52.40	49.90	0.91	1.05	52	60	1	87
	6000	53.18	61.20	67.60	0.79	0.91	45	51	1	87

MOST ECONOMICAL CRUISING SPEED

HARRIS BOATS Wayne, Indiana; 260-432-4555; harrisboats.com





- For helm service access, Harris changes the game: a lift-up lid allows for easy servicing of any gauges, wiring, hoses, etc.
- C70NF digital switching gives owners much better digital control of all accessories, such as lights, and stereo.

SEE THE VIDEO

To watch our video review of the 250 SLEC, scan this tag or visit boatingmag .com/bba20/ harris250slec.



SPECS: LOA: 27'11" BEAM: 8'6" DRAFT: 1'10" DRY WEIGHT: 3.770 lb. SEAT/WEIGHT CAPACITY: 15/2.969 lb. FUEL CAPACITY: 63 gal. HOW WE TESTED: ENGINE: Mercury 350 hp Verado FourStroke DRIVE/PROP: Outboard/Mercury Enertia Eco 16" x 17" 3-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 42 gal. CREW WEIGHT: 400 lb

arris rarely fails to please, and 2020 reveals more innovation. This Solstice 250 SLEC gives an aggressive performance with a Mercury 350 Verado FourStroke outboard, topping 51 mph at 6,000 rpm. Acceleration is brisk, hitting 30 mph from a dead stop in 7.3 seconds. For best mileage, optimum rpm is 2,500, where we recorded 14.7 mph and 3.7 miles per gallon. (Though we might term 20 mph "cruising speed" as mileage is still stellar.) That's thrifty performance from a large high-performance engine, testament to the Harris triple 25-inch-diameter tubes

with lifting strakes, aluminum full-length keel and aluminum under-deck skin. Handling and tractability was smooth, with stutter-free turns and solid feel over chop and wakes. Thanks to Harris' 3/4-inch plywood deck with tongue-groove construction and crossmembers every 16 inches on center, we felt no rattles.

Topside, long twin lounges dominate the bow and feature stitched and tufted two-tone, diamond-pleat upholstery, with tuckaway cubbies fitted with dual cup holders, USB and power ports. Plenty of stowage resides within.

Amidships, the pilot sits atop an adjustable seat that proved cushy and supportive, behind a console and dash that displays every function possible-yet it still appears clean and simple.

The hinged top is a wonderful innovation allowing great access behind the dash, and the CZONE digital switching allows for pinpoint control of all the boat's systems. (For example: The electrically operated EVO 2.0 tower cannot be lowered unless its control is actuated a special way, reducing the chance of an accident.)

	SPEED			EF	OPERATION				
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.3	5.0	1.3	3.3	3.8	192.5	221.5	1	59
1500	6.0	6.9	1.9	3.2	3.6	181.8	209.2	1	60
2000	8.3	9.6	3.1	2.7	3.1	155.0	178.4	2	62
2500	12.8	14.7	4.0	3.2	3.7	183.9	211.7	1	70
3000	16.5	19.0	5.6	2.9	3.4	169.8	195.4	1	74
3500	21.6	24.8	8.0	2.7	3.1	155.2	178.6	1	76
4000	26.3	30.3	10.9	2.4	2.8	139.1	160.1	1	77
4500	30.4	35.0	13.6	2.2	2.6	128.8	148.2	1	78
5000	34.2	39.3	19.7	1.7	2.0	99.9	114.9	1	78
5500	39.3	45.2	25.0	1.6	1.8	90.5	104.1	1	82
6000	44.6	51.3	30.8	1.4	1.7	83.4	95.9	1	84
MOST	ECONOM	CAL CRU	ISING SPE	ED					

HARRIS Fort Wayne, Indiana: 260-432-4555; harrisboats.com

Price: \$125,000

The tower is fitted with JL Audio speakers and a small Bimini top that affords good sun protection for those in the cockpit.

The aft section features a huge lounger with a six-position backrest for a variety of configurations. Aft perimeter fencing keeps everyone safely inside at speed. The boarding ladder is another cool touch; it deploys and retracts electrically. The investment in this Harris (\$125,000) will provide many summers of great family fun, and the features will keep even the most tech-headed boat geek entertained.





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- ► Super-quiet ride; no rattles or bumps. coupled with low engine noise from the big Mercury FourStroke, makes moderate-level conversation easy even at cruising speed.
- Ski tow and boarding ladder are heautifully built and aesthetically pleasing as functional additions to the aft deck
- Deck layout helps create great gatherings-all together or in three separate aroups.

SPECS: LOA: 28'6" BEAM: 12'6" DRAFT: 1'6" DRY WEIGHT: 3.400 lb, SEAT/WEIGHT CAPACITY: 16/2.230 lb, FUEL CAPACITY: 58 gal. HOW WE TESTED: ENGINE: Mercury 300 FourStroke DRIVE/PROP: Outboard/Mercury Enertia 14" x 19" 3-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 43 gal. CREW WEIGHT: 400 lb.

e reached 45-plus-mph top speeds while testing the 2585 Catalina Platinum EL-W and zipped from a dead stop to planing in just under 5 seconds-it took a shade over 8 seconds for us to hit 30 mph. It's a cruiser too; even with the big powerplant, we recorded best economy at a sedate 13 mph, where the Mercury outboard sips 3.7 gph, for a net economy of 3.6 miles per gallon. But even at faster speeds it's a fuel miser, netting better than 2 mpg at a variety of speeds, as the chart shows. Jumping on the throttle produced a satisfying rush.

Likewise, turns were sweeping, not sluggish nor plowing.

Avalon designed this platform for family and group outings, and it works well in that capacity. This is a semienclosed runabout-style pontoon, with hearty, curved wraparound windscreens separating the foredeck from the rest of the boat. Up front, two long facing lounges comfortably seat at least three crewmembers on each side, creating a wonderful party pit with plenty of room for everyone. The two-tone upholstered couches feature recessed backrests and footwells to maximize interior space, yet the stowage within these remains capacious.

Behind the consoles, pilot and mate benefit from excellent wind protection and noise minimization. While the skipper has an adjustable captain's chair, the copilot sits on an inward-facing love seat designed for two riders. Behind this is the aft party pit, which is outfitted with a starboard-side L-shaped lounge that reaches from the back of the driver's chair all the way around to the port side of the deck. The portside aft deck is serviced

 	SPEED			EF	FICIEN	UPERATION			
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	3.7	4.3	1.2	3.1	3.6	162.5	187.1	1	63
1500	5.3	6.1	1.9	2.8	3.2	145.6	167.6	1	65
2000	7.5	8.6	3.0	2.5	2.9	130.0	149.6	2	67
2500	11.6	13.3	3.7	3.1	3.6	163.1	187.6	2	68
3000	14.7	16.9	5.2	2.8	3.3	147.4	169.7	2	68
3500	18.2	20.9	7.1	2.6	2.9	133.5	153.7	1	70
4000	21.5	24.7	9.9	2.2	2.5	113.2	130.2	1	73
4500	24.6	28.3	12.5	2.0	2.3	102.7	118.2	1	74
5000	28.2	32.4	17.6	1.6	1.8	83.5	96.1	1	75
5500	33.4	38.4	21.0	1.6	1.8	82.9	95.5	1	77
5900	39.8	45.8	22.9	1.7	2.0	90.7	104.4	1	81
MOST E	CONOM	CAL CRU	ISING SPE	ED					

AVALON PONTOON BOATS

by a console featuring a countertop, sink and stainless-steel fridge. All well placed, easily accessed and nicely engineered. Our tester had the optional arch with sun shade—a definite plus in the hot sun.

To play on the aft deck, a small door is accessed on the port side; out back there's ample room to prep for watersports or just hang out and swim. A generous storage locker is nicely concealed behind a fiberglass hatch. The transom engine mounting, rigging, boarding ladder and ski tow are integrated and well presented.





TEST

Lake of the Ozarks and asked: Why can't we retain the leisure and social atmosphere of a pontoon boat while building it to power comfortably and easily accelerate to 70 mph? That idea is perfectly accomplished in the PowerToon X-Treme 3000.

hirty years ago, PlayCraft Boats

founder Jim Dorris looked at the

popularity of go-fast boats on

Our recent test of the X-Treme 3000 on Lake of the Ozarks shatters old notions of pontoon boating before even firing the outboards. Designing a boat for speed mandates considering aerodynamics as well as





HIGH POINTS

- color-matched cushion-topped cooler is a standard PlayCraft feature.
- PlayCraft's patented boarding steps, built into the tube with an extension ladder, reach deep for easy boarding.
- Two moveable cupholders are standard.

SEE THE VIDEO

To see our video review of the X-Treme 3000, scan this tag or visit boatingmag .com/bba20/plav craftxtreme3000



HOW WE TESTED: ENGINES: Twin Mercury Racing 450 hp V-8 supercharged DRIVE/PROPS: Bravo FS 24" 4-blade stainless steel GEAR RATIO: 1.6:1 FUEL LOAD: 25 gal. CREW WEIGHT: 400 lb

hydrodynamics. A nod to aerodynamics appears in the wedge-shaped bow and the sleek Bimini top. One of the originators of pontoon-lifting strakes, PlayCraft employs them on three tubes to get on top of the water, reducing drag and increasing speed, all while retaining the soft ride of a pontoon.

Powered by dual Mercury Racing 400 outboards, our test boat popped us up on top and cruising at 30 mph in 5.2 seconds. Thanks to the electronic throttles and power steering, the triple-tube PowerToon banked comfortably into tight turns, held its line at speeds in excess of 40 mph and accomplished it effortlessly.

In the comfort department, furnishings on board are upholstered from the deck to the shoulder cushions in UV-protected vinyl. Color combinations are virtually unlimited and owners can even match them to their favorite football teams. Exterior colors are offered in a broad spectrum too. Color-matched, powder-coated tubes and rails make for durable good looks.

The fiberglass-molded helm station is raised, giving a clear view above the crew. The captain's chair swivels and reclines;

	SPEED			EFFICIENCY					OPERATION		
				naut.	stat.	n. mi.	s. mi.		sound		
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level		
1000	3.0	3.5	1.1	2.8	3.2	248.8	286.4	NA	59		
1500	5.4	6.3	1.7	3.2	3.7	287.5	330.9	NA	69		
2000	8.2	9.5	3.1	2.6	3.0	238.4	274.4	NA	72		
2500	20.2	23.2	8.2	2.5	2.8	221.3	254.6	NA	74		
3000	25.7	29.6	10.0	2.6	3.0	231.5	266.4	NA	77		
3500	28.9	33.3	10.6	2.7	3.1	245.3	282.3	NA	78		
4000	39.1	45.0	16.7	2.3	2.7	210.7	242.5	NA	83		
4500	46.9	54.0	21.6	2.2	2.5	195.5	225.0	NA	86		
5000	51.5	59.3	26.8	1.9	2.2	173.0	199.1	NA	90		
5500	56.0	64.5	33.7	1.7	1.9	149.7	172.3	NA	92		
6000	63.5	73.1	48.7	1.3	1.5	117.4	135.1	NA	98		
6300	67.9	78.1	52.0	1.3	1.5	117.5	135.2	NA	101		

PLAYCRAFT BOATS nd, Missouri; 573-765-3265; playcraftboats.com

MOST ECONOMICAL CRUISING SPEED

the arm rests automatically adjust to the correct, comfortable angle.

Three boarding options include the wide bow deck, a wheelchair-width portside gate and the stern platform. An extra-long boarding ladder integrated into the pontoon is patented and exclusive to PlayCraft.

Blending the extremes of luxury and high-speed performance in many pontoons often result in little satisfaction in luxury or performance.

Yet PlayCraft nailed it with the PowerToon X-Treme 3000. Again.



Introducing the all-new 219 TFX



We improved our most popular big water multi-species hull from the inside out. New assemblies to harness energy transfer and wave-crushing power. New interior layout with increased room, storage and comfort. The open water clock is always ticking for our customers in the north. Take advantage of every day in the all-new 219 TFX from Yar-Craft Boats.



Whether you boat year-round or have just launched your boat for the first time this season, you'll want to have a toolbox on hand for any of the technical glitches or maintenance hiccups that pop up. A comprehensive toolbox such as West Marine's Shipyard Tool Kit covers most bases, including essentials such as pliers, a full ratchet set, spark-plug socket, crimpers and cutters, screwdrivers, and electrical terminals, among others. Just make sure you supplement it with other essential tools listed below, and keep them all handy on your boat for any minor or major fixes that arise. -Pete McDonald

WIRE CRIMPERS Quality wire crimpers are a necessity for stripping wire insulation and for crimping the exposed wire during any electrical repair on board. While a toolkit like the Shipvard set comes with standard crimpers, consider upgrading to a higherquality crimper such as the Ancor Stainless-Steel Cut/Strip/ Crimp tool (\$31, amazon.com) for a better crimp.

HEADLAMP When you need to make repairs in a dank, unlit engine compartment, it helps to be able to shine a little light on the situation. How are you going to hold a flashlight and use your tools at the same time? Invest in a hands-free headlamp. You can get an inexpensive one at almost any outdoor retailer, but we suggest upgrading to a more powerful one to shine in those dark

corners of your bilge. You can find a range at Bass Pro Shops, including this Princeton Vizz 420 headlamp (\$4.99, basspro .com) that emits 420 lumens.

CUTTERS Most toolboxes include a pair of cutting pliers, but if you need to cut a hose or part of the fuel line, you'll want a stronger tool such as a Lisle Hose Cutter (\$27.45, lislecorp.com). It has a reversible stainless-steel blade and can cut hose up to 11/4 inches. In a pinch, you can also cut hose with the serrated knife found in most multitools. (We've done it countless times to connect fuel-flow gear.)

▼ VOLT OHMMETER If your electronics or electric appliances aren't working properly, they may not be drawing **ALL-IN-ONE** A comprehensive set like this Shipyard Tool Kit from West Marine (\$79.99, westmarine.com) can cover most of your onboard tool needs. Periodically apply light oil to tools stowed aboard.

enough current from your battery. Use a volt ohmmeter, aka multimeter, to hunt for a current leak or a short. For the average boater, an inexpensive one such as this Extech MN36 (\$40, extech. com) should do the trick.

FILTER WRENCH Canister-style fuel and oil filters are notoriously hard to unscrew from their mounts. Also known as a strap wrench, a filter wrench fits around a filter's canister to apply enough torque to loosen the filter.

NUT DRIVER Nut drivers are easier to use than screwdrivers when working in an engine compartment, particularly on hard-to-reach hose clamps. Keep a set of different sizes on board to handle different screws and bolts.

TORQUE WRENCH Certain bolts on your boat, particularly those on your engine, have to be tightened to exact specifications. This can only be accomplished by using a torque wrench. You can find the proper size from Presa for anywhere from \$16 to \$25 on amazon.com.

FLOATING PROP WRENCH

At some point in your boating career, you're going to hit bottom and ding the prop or spin its hub. If you have to do an on-water change-yes, you should carry a spare prop with you-you're going to appreciate a floating prop wrench such as the one shown below from Piranha (\$20, piranha .com). You can also find colorcoded ones from Mercury Marine, like many our staff use, at westmarine.com



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BOATINGLAB

WRAP-**AROUND** is the chief asset of this fender that wraps over the cover board.

FENDERS

By Randy Vance

They ain't buoys, and don't call 'em bumpers.

Let's start there. These are fenders, and they should only be used while the boat is moored or rafted with others. It is unsafe to leave them hanging over the side when underway—and it marks an amateur boater. They could slap a boater's face if a wave slings one back inboard.

You won't likely need a fender while solitarily on the hookthat's at anchor, for those of you who might have called any of these a buoy. And then there's the exception to the nomenclature rule for ball fenders. Polyform and TaylorMade call them ball buoys, but Google finds them when you call them ball fenders. They replace the glass-net floats that Japanese fishermen once used and that still sometimes wash up on beaches-those were

called net buoys. Boat terminology is more confusing than the English language. So, if anybody gives you a hard time about this, call'em ball... never mind.

About half the time, a barrelshaped fender does the job, but when you need something a little different, trying to force a barrel to do the job is just too much trouble. So, here are some cool fenders, along with a comparative look at their uses and some tips on how to get the best service from them.

TAYLORMADE LOW-FREEBOARD FENDERS

BOAT SIZE: 15 to 30 ft. **SIZES:** 5-by-14 in.; 7-by-23 in.

COLORS: White, metallic red, metallic black,

camouflage

PRICE: \$27.99 to \$74.99; taylormade.com

These are handy for bass boats, skiffs, or any low-freeboard boat that might get under something such as a dock. By curving over the gunwale, they protect both the cover board and the boat's sides from chips and scratches.

BEST USES: They are ideal for bass boats, aluminum boats, and bay and flats boats. They work best when hooked over the cover board so that it is protected from an overhead structure, such as the dock. Another excellent use would be in raft-ups when rafting with a taller boat. But they need an inboard spot to tie the fender whip (the line that tethers it to the boat), such as a T-top stanchion, seat gusset or brace, inboard cleat or grab handle. Using hawsepipes with a cleat below them through the cover board on the gunwale is an ideal setup for these fenders.

POLYFORM

HTM -1

BOAT SIZE: 20 to 30 ft.

SIZES: 6-by-24 in. to 13.5-by-34.5 in.

COLORS: 18

PRICE: From \$45 at westmarine.com; polyformusa.com

This fender, like the F-series, comes in 18 different colors, but just four sizes. The hole is through the center of this fender so the whip can be threaded through it for hanging vertically or horizontally. The fender is tough, one-piece PVC with an inflation valve for adding air pressure in cold weather using a bicycle pump.

BEST USES: More compact for its diameter, thanks in part to the absent eyelets, the fender hangs easily just under the rub rail with the whip on the cleat. Thread the whip on the fender and hold it there with an overhand knot. If you hang it horizontally, an overhand knot on either end of the fender will keep it in place.

PASS A

WHIP through and knot it on the bottom to hold this chunky fender in place.



PLASTIMO

FOUR-STEP LADDER **FENDER**

BOAT SIZE: 15 to 70 ft.

SIZES: 15 to 37 in. by 10 in. by 5 in. (one, two and three steps

available)

COLORS: Blue, white

PRICE: \$109; westmarine.com

Tough, resilient, flexible, nonsmudge PVC is fashioned in the shape of a ladder, adding safe reboarding in the event of a fall overboard. Fasten a fender whip through both molded-in eyes and drop it over a cleat to hang it in place.

BEST USES: A four-step fender is ideal for use on boats with taller freeboard or, in a pinch, when there is no need for an auxiliary ladder, hang it horizontally to protect against dock pilings. With one-, two- and three-step models, it fits many recreational boats.

TAYLORMADE FREEDOM FENDERS

BOAT SIZE: 35 to 65 ft.

SIZE: 12-by-32 in.

COLORS: Black, white

PRICE: From \$105; overtons .com; taylormadeproducts.com

Made of military-grade PVC, with oil-resistant treatments added so the fender isn't damaged by time in the bilge, it has a V-notch to nest around a piling when hung horizontally by a fender whip fastened to each of two eyelets. An eye on the top allows the fender to be used by hanging it vertically.

BEST USES: In a marinamooring situation, where the boat may move fore and aft along a row of pilings at its mooring, the fender will roll with the motion and keep the boat's hull protected. Also, by hanging it vertically, it is ideal when rafting a boat alongside or transiting locks.



ONE SUPER BALL buoy should be on every boat to meet unusual fender needs.

POLYFORM

A-1 SERIES BALL BUOY

BOAT SIZE: 20 to 30 ft.

SIZES: Eight sizes from 8 in. (for boats to 20 ft.) to 39 in. (for boats

70 ft. and up); our test fender was 11-by-1 in. COLORS: 18 (including eight shades of blue)

PRICE: From \$25.58; westmarine.com; polyformus.com

Here is the only fender properly called a buoy. It mimics the original design of Japanese glass-net floats and is used by fishermen to replace the glass floats. (They haven't been used in decades, though beachcombers still find them today.) Polyform ball fenders come in 18 different colors to match any boat's finish, and eight different sizes, from 8 inches in diameter for boats up to 20 feet, to 39 inches in diameter for boats 70 feet and up. All sizes have a valve under a screw cap that allows air-pressure adjustment for expansion or contraction, or to deflate for easier stowage. Ball buoys are best on taller-freeboard boats moored against flat, vertical surfaces, such as the sides of lock canals or other boats. They resist riding up the sides under friction with another surface thanks to their shape.

BEST USES: These are lifesavers when the gunwale extends out beyond the boat's side, and are particularly useful toward the pointy end of the boat where the bow flares over the sides. Secondarily, they're used as a Bimini windlass. It's an old trick that uses a steel hoop around the anchor rode. First, be sure the anchor is free of the bottom, let it lie there, then drive away at a good clip to pull the rode through the ball's hoop. Once the anchor shank runs through the hoop, stop and coil up the line. It's a real back saver for bottom fishermen.

FIND MORE BOATINGLAB FENDER REVIEWS AT BOATINGMAG.COM.

TOON HUGGER

fits firmly in the notch between a pontoon and the deck, and is held there by an adjustable strap.

MISSION POSSIBLE

is designed to fit over the rub rail, protecting above and below it.

TAYLORMADE PONTOON FENDER

BOAT SIZE: Pontoons up to 30 ft.

SIZE: 9-by-16 in.

COLORS: White, silver, gold PRICE: \$54.99: westmarine.com:

taylormadeproducts.com

This is a cleverly designed, specialpurpose fender that fits pontoons perfectly. The back side is molded to hook under the deck, and an included web strap slides through the top slot and hooks around the rail. Pull the buckle to tighten the strap and the fender is fixed in place. It's even safe to keep in place while underway. A pair provides a barrier to protect rafted boats from the deck and to protect the pontoon from dock damage.

BEST USES: A second fastening option allows hooking it under the deck and running the web strap around the M-brackets under the deck to hold it in place—an option that works well on swim platforms and bow decks without a rail.

POLYFORM F-1 FENDER

BOAT SIZE: 20 to 30 ft.

SIZES: 6-by-24 in. to 29-by-76 in. (F-13)

COLORS: 18 (including three shades of red and four

shades of green)

PRICE: From \$38 at amazon.com; polyformusa.com Molded in one piece of PVC vinyl, the fender has eyelets on both ends. Each has a protected valve to allow deflation and inflation for easier stowage and/or to adjust for contraction or expansion due to changes in temperature. It is tough with a smooth surface that won't pick up grit.

BEST USES: Match up the color of your vessel's side colors, or trim or contrast them for a statement. Most are hung by a single whip as needed. Keep at least one easily accessible from the deck to have a crewman hand-hold the fender whip to keep the fender in place at a point of contact while docking. Double-line it and hang it horizontally to protect against pilings.

MISSION BOAT GEAR

SENTRY FENDERS

BOAT SIZE: 20 to 30 ft. **SIZE**: 9-by-22-by-5 in.

COLORS: Almost Black, Risk-Averse Gray,

Blue Lagoon, Atomic Yellow

PRICE: \$64; missionboatgear.com

Even though it's molded from closed-cell foam, which is touted to be more environmentally friendly, we think the shape of the fender is the most noteworthy. It's concave on the back to hug a piling, and curved lengthwise to hang over the rub rail, protecting the boat above and below it. Instead of a fender whip, it has a friction-fastening strap that can be looped over or through a cleat, and then easily adjusted to snug up to the boat or piling by pulling the friction straps.

BEST USES: For all boats under 30 feet, this looks handy thanks to the gunwale/freeboard-hugging shape. In areas where there is no tide for water-level fluctuation, hitching the fender to a piling is a good way to protect the boat. Another plus: If you need to hang the fender over a cleat, you can pass the mooring line through the cleat.

TAYLORMADE

CLASSIC MERMAID FENDER

BOAT SIZE: Up to 15 to 20 ft.

SIZE: 5-by-2 in. **COLORS:** Pink, white

PRICE: \$50 at westmarine.com; taylormadeusa.com

A boat isn't complete without a Classic Mermaid fender. It's been around at least 45 years, and it just speaks casual. It is tough vinyl and has an inflation valve for the ideal pressure level. Hang it from a cleat by the fender whip to make a statement of faith: There are mermaids, there are mermaids, there are mermaids. Or buy a pink one and hang it proudly to support Breast Cancer Awareness Week. Why not?

YOU WANT

TO BELIEVE in

mermaids, so show

the faith with this

classic fender—it's

been around for

45 years.

BEST USES: Its smaller size limits it to boats up to 20 feet in length, and a pair would handle most boat-to-boat or boat-to-dock mooring situations. But it is also a handy fender to keep on deck just to hand-hold between contact points at a dock or raft-up until the boat is made secure with the remaining fenders. Leave the girl out for a jaunty devil-may-care statement.



CAPT Danny Hearn always wears his Seat Belt.

While boating, he wears his Coast Guard Approved light-weight Inflatable Life Jacket

But, just like seat belts, life jackets only save lives when they're worn!









Produced under a grant from the Sport Fish Restoration and Busting Trust Fund, administered by the U.S. Coast Guard.

Of 2017 drowning victims, 84.5% were reported as not wearing a life jacket.

Source: U.S. Coast Guard 2017 Recreational Boating Statistics Report boatingsafetymag.com/boatingsafety







- Ontional how seat cushions add comfort.
- Console stowage compartment can hold a net bucket or optional aerated bait bucket.
- Sealed bilge and closed-hull construction drains overboard without pumps.

SEE THE VIDEO

To see our video review of the 162 Fisherman, scan this tag or visit boatingmag.com/ bba20/wellcraft 162fisherman.



SPECS: LOA: 16'4" BEAM: 7'0" DRAFT (MAX): 1'0" (with engine up) DRY WEIGHT: 1.700 lb. SEAT/WEIGHT CAPACITY: 5/1.500 lb. FUEL CAPACITY: 12 gal. HOW WE TESTED: ENGINE: Yamaha 90 hp four-stroke DRIVE/PROP: Outboard/13%" x 17" 3-blade aluminum GEAR RATIO: 2.15:1 FUEL LOAD: 5 gal. CREW WEIGHT: 250 lb.

his is the biggest little boat we've tested this year, and we thought it brought a great deal more fun to the water than we had thought available at such a value price.

The 162 Fisherman would make an ideal entry boat for newbies or a cool tender for yachtsmen. Its hull and deck are foam filled and watertight, meaning there is no bilge to collect water that requires pumping out: Any water that comes aboard drains out the scuppered deck. To ensure that the integrity of the foam floatation isn't compromised by moisture, the



cup holders and rod holders are molded into the deck instead of cutting large holes for hardware. Wellcraft then fashioned acrylic collars fastened with three sealed, stainless-steel screws. It's the simplicity of the design and features that made it so attractive to our test team.

It seats five passengers, two at the helm, one forward and two on the stern. Stern seats have flip-up backs that form a casting platform when stowed. Underneath is the 12-gallon fuel supply in a portable tank, easily hauled to the gas station for economical refueling.

There is an optional cushion for the bow casting platform. The helm seat is a flip-back-style that can face aft for fishing at anchor. Under the cushion is a generous cooler. The helm console has space for a chart plotter/sonar combo unit, and our boat was brilliantly equipped with an optional JBL Bluetooth audio pod that bungeed to the dash behind the acrylic windshield. On either side of the helm station are a trio of rod holders.

Our test boat had optional surf-mat coaming bolsters that looked great and

	SPEED			EF	OPERATION				
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	3.8	4.4	0.4	9.6	11.0	103.2	118.8	0	61
1500	5.3	6.1	0.7	7.2	8.3	78.1	89.8	1	68
2000	6.1	7.0	1.1	5.5	6.4	59.7	68.7	4	72
2500	7.8	9.0	2.0	3.8	4.4	41.5	47.8	6	77
3000	16.1	18.5	2.8	5.7	6.5	61.3	70.5	4	77
3500	20.5	23.6	3.1	6.5	7.5	70.7	81.3	2	79
4000	23.4	26.9	3.7	6.4	7.3	68.9	79.2	1	80
4500	28.2	32.5	4.6	6.2	7.1	66.8	76.9	0	83
5000	30.8	35.5	5.9	5.2	6.0	56.2	64.6	0	88
5500	34.8	40.1	7.1	4.9	5.7	53.3	61.3	0	89
6000	37.8	43.5	9.5	4.0	4.6	42.8	49.3	0	95
MOST	-0011014		TOTALO COS						

WELLCRAFT Cadillac, Michigan; 231-775-1351; wellcraft.com

added style. Hull side colors are optional. Choose from two color options besides white: phantom grey (a dark color) and a cool, liquid blue.

We liked the hydraulic steering, and the simple design still provided USB phone ports, easy access to the battery below the console and full navigation lights for night cruising or fishing.

It might be small in size but it is full of features-including a standard rugged GatorHyde finished custom trailer with self-centering bunks.

PRINCECRAFT HUDSON 170 DLX WS

HIGH

- The helm has space to flush mount an MFD.
- ► Aft casting platform hides a livewell and space to store a minnow bucket.
- Prince Track system allows for easily adding on amenities such as downriggers, rod holders or a fillet table.

SEE THE VIDEO

To watch our video review of the 170 DLX WS, scan this tag or visit boatingmag .com/bba20/ princecraft hudson170.





SPECS: LOA: 17'10" BEAM: 7'7" DRAFT (MAX): 2'9" DRY WEIGHT: 1,430 lb. SEAT/WEIGHT CAPACITY: 6/1,510 lb. FUEL CAPACITY: 25 gal.

HOW WE TESTED: ENGINE: Mercury 150 Pro XS DRIVE/PROP: Outboard/14½" x 19" 3-blade aluminum GEAR RATIO: 2.08:1 FUEL LOAD: 20 gal. CREW WEIGHT: 360 lb.

he demands of an angler on a multispecies boat are many. It must be spacious, weather tough and able to handle techniques ranging from trolling to casting to live-baiting. The Hudson 170 DLX WS supplies the answer for everything in a sporty and easily trailerable package that, when rigged with a Mercury 150 Pro XS, flies like a rocket ship.

Our test boat climbed onto plane in a nimble 3.5 seconds and reached 30 mph in less than 7 seconds en route to a 52-mph top speed. While we conducted testing on a crisp fall day, the stout windshield kept us protected from the elements, including any stray spray from hitting lake chop. It performed in turns and S-curves just like a little sports car.

The performance numbers are all well and good—but we know you're buying this boat to fish.

Anglers will want to upgrade to our test boat's TFT package, which stands for "tournament fishing team," and includes features such as the graphics package, upgraded bucket seats at the consoles, a nifty slide-out fishing ruler, fast-access rod stowage and flush-mounted seat bases, among other notable highlights.

Once you're ready to fish, you'll appreciate the nonslip vinyl that covers the decking. It's more rugged and easier to maintain than carpet. One of the coolest features is Princecraft's optional flipdown seating on the aft platform.

You can flip it down for a larger casting platform, flip it up for twin passenger seats with cup holders, or completely remove it to gain more cockpit space. It makes the boat extremely adaptable to your fishing needs and crew. The secure rod locker in

the deck leading up to the bow platform can hold up to 10 of your favorite rods.

Princecraft prerigs the bow to support the 24-volt trolling motor of your choice; our test boat came rigged with a quality Minn Kota 70.

The 20-gallon livewell in the transom sits next to a cutout for a minnow bucket. The combination ensures that you can bring aboard all the bait you'd need for your next fishing trip. On this boat, you'll be happy to fish all day-until you catch your limit or the last minnow is gone.

		SPEED			OPERATION					
						FICIEN stat.	n. mi.	s. mi.		sound
rp	m	knots	mph	gph	mpg	mpg	range	range	angle	level
10	00	3.82	4.40	0.90	4.25	4.89	96	110	1	69
15	00	5.82	6.70	1.40	4.16	4.79	94	108	2	70
20	00	7.30	8.40	2.00	3.65	4.20	82	95	6	72
25	00	14.08	16.20	2.70	5.21	6.00	117	135	5	73
30	00	17.03	19.60	3.40	5.01	5.76	113	130	3	74
35	00	24.33	28.00	5.30	4.59	5.28	103	119	2	80
40	00	28.68	33.00	6.20	4.63	5.32	104	120	2	81
45	00	33.02	38.00	7.80	4.23	4.87	95	110	2	82
50	00	38.23	44.00	9.40	4.07	4.68	92	105	2	84
55	00	43.36	49.90	12.00	3.61	4.16	81	94	1	87
56	00	45.19	52.00	13.00	3.48	4.00	78	90	1	87
мо	ST E	CONOM	CAL CRU	ISING SPE	ED					

PRINCECRAFT BOATS

ville, Quebec, Canada; 800-395-8858; princecraft.com



BOATING CERTIFIED TEST RESULTS

HIGH POINTS

- A colormatched trailer is standard with the RT188P
- ► Three fiberglass pods add practical, stylish spots for electronics and gear.
- ▶ Transom design accommodates dual Power-Poles and hydraulic iack plate.

SEE THE VIDEO

To watch our video review of the RT188P, scan this tag or visit boatingmag .com/bba20/ rangerrt188p.



SPECS: LOA: 18'4" BEAM: 7'8" DRAFT (MAX): 1'0" DRY WEIGHT: 1.300 lb. SEAT/WEIGHT CAPACITY: 4/660 lb. FUEL CAPACITY: 24 gal HOW WE TESTED: ENGINE: Mercury 115L Pro XS FourStroke DRIVE/PROPS: Outboard/Mercury 23P Tempest GEAR RATIO: 2.07:1 FUEL LOAD: 10 gal. CREW WEIGHT: 450 lb.

he only thing that could improve the performance of the original RT188 is the pad and offset transom on the 2020 version.

Together, these features deliver better handling, more stability and a faster top speed than traditional aluminum bass boats with modified V-bottom hulls. An all-new keel design also offers greater strength and rigidity too.

The RT188P's sporty look features Ranger's custom graphics and a metallic urethane paint—you choose the combination from six options. The upholstery is

not only designed to complement hull colors, its three-dimensional cushions offer the big-boat ride expected from Ranger's fiberglass tournament boats.

On the forward casting deck, a recessed tray keeps the optional Minn Kota Max 70 trolling-motor pedal handy when needed and secure when trailering.

A forward center rod locker stores sticks up to 81/2 feet long. Or, the rod locker can be arranged to hold Plano 3700 utility boxes while keeping shorter rods in the portside locker. A starboard tackle compartment and fiberglass cooler complete the storage options.

Ranger added three fiberglass elements to enhance the utility and look inside. A fiberglass bow console is large enough to flush-mount a 9-inch sonar/ GPS screen. The fiberglass helm console accommodates gauges, one-touch switching and a Lowrance HOOK2 7 combo fish finder/GPS unit at the optimal viewing angle. An optional fiberglass storage step between seats holds phones and keys.

Ranger also enhanced aft storage and bilge access by moving the fuel tank be-

	SPEED			EF	OPERATION				
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	3.4	3.9	0.5	6.8	7.8	146.4	168.5	0	65
1500	5.0	5.8	1.0	5.0	5.8	108.9	125.3	2	65
2000	6.1	7.0	1.6	3.8	4.4	82.1	94.5	4	69
2500	7.6	8.7	3.1	2.4	2.8	52.7	60.6	3	74
3000	14.9	17.1	3.4	4.4	5.0	94.4	108.6	1	78
3500	20.3	23.4	4.1	5.0	5.7	107.1	123.3	1	81
4000	26.9	30.9	5.7	4.7	5.4	101.8	117.1	1	81
4500	30.5	35.1	7.3	4.2	4.8	90.2	103.9	1	86
5000	35.1	40.4	8.9	3.9	4.5	85.2	98.0	1	89
5500	38.7	44.5	10.1	3.8	4.4	82.7	95.2	0	91
6000	40.3	46.4	11.2	3.6	4.1	77.8	89.5	0	93
MOST	CONOM	CAL CRU	ISING SPE	ED					

BANGER BOATS Flippin, Arkansas; 870-453-2222; rangerboats.com

Price: \$38,573 (as tested)

neath the cockpit seating, opening space for large compartments and a large bilgeaccess hatch on the aft casting deck. With insulated lids on the storage compartments, they are ideal for stowing life jackets, rain gear and other large items. A recirculating, divided livewell with a timer is centered below the rear fishing chair.

The RT188P may be the most proready aluminum bass boat we've seen this year, and with the electronics, Power-Poles and trolling motors you choose, it's the best-equipped and tournament-ready.



YAMAHA 195 FSH SPORT

HIGH POINTS

- The new SVHO supercharged engine adds more exciting performance.
- ▶ Standard features on the sport model include a trailer
- Connext touchscreen engine and systems control ease operation and enhance reliability.

SEE THE VIDEO

To see our video review of the 195 FSH Sport, scan this tag or visit boatingmag.com/ bbg20/vamaha 195fshsport.





SPECS: LOA: 19'5" BEAM: 8'2" DRAFT (MAX): 1'4" DRY WEIGHT: 2,615 lb. SEAT/WEIGHT CAPACITY: 8/1,650 lb. FUEL CAPACITY: 40 gal.

HOW WE TESTED: ENGINE: Single 1.8-liter, Super Vortex High Output DRIVE/IMPELLER: Water jet pump/3-blade stainless steel GEAR RATIO: 1:1 FUEL LOAD: 25 gal. CREW WEIGHT: 450 lb.

hen Yamaha introduced its 190 FSH two years ago, some crazy editor wanted more speed-so they upgraded to the Super Vortex High Output supercharged engine, added some other important refinements and called the new fish boat the 195 FSH. Our test model was an 195 FSH Sport, which added a T-top and four additional rod holders on top.

This boat has more than just added horsepower. The handling is fantastic, thanks to the inline thrust of the jet-pump system. At wide-open throttle it comes within striking distance of 50 miles per

hour and gets up on plane in seconds with practically zero bow rise. A rudder on the jet nozzle-Yamaha dubs it an articulating keel-offers vastly improved tracking in turns, beautifully enhancing control for towed watersports. Cruise-assist helps maintain speed forward, and reverse-rpm control adds a gentler hand in docking maneuvers-in fact, we found it easy to pivot and dock in reverse with the new system. Part of that added control comes from Yamaha's V-shaped reverse bucket optimizing reverse steering thrust.

Keeping track of voltage, engine rpms and running systems on board is easy thanks to the Connext touchscreen user interface. The single Connext display replaces several gauges for an extra-clean installation and sleek look. A factoryinstalled audio system adds tunes to the ride and is Bluetooth-addressable via smartphones. Forward seating includes a bench on the front of the console and a cushion on the bow casting platform. The captain and mate share a flip-back leaning post that can face forward for sit-down or stand-up driving, or face aft to watch the

fishing lines. The leaning post is flanked by a pair of jump seats that stow quickly to open the casting deck for fishing.

Shotgun rod holders, gunwale rod holders and combination cup/rod holders at the bow give ample fishing options. For stowage, there are six rod holders on the console, four under the gunwales and four more in the T-top.

Topping off the feature list is Yamaha's excellent one-stop warranty service-all at your local dealer.

	SPEED				FICIEN			OPERATION	
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1500	3.5	4.0	0.7	5.0	5.7	178.8	205.7	0	66
2000	4.4	5.1	1.0	4.4	5.1	158.0	181.8	0	71
2500	5.0	5.7	1.5	3.3	3.8	118.9	136.8	0	77
3000	3.7	4.3	1.0	3.7	4.3	133.0	153.0	1	80
3500	4.4	5.1	2.0	2.2	2.5	79.0	90.9	2	84
4000	5.2	6.0	4.0	1.3	1.5	47.5	54.7	4	85
4500	8.8	10.1	5.3	1.7	1.9	59.6	68.6	6	89
5000	15.8	18.2	7.2	2.2	2.5	79.1	91.0	6	91
5500	22.9	26.3	9.0	2.5	2.9	91.4	105.2	4	92
6000	27.9	32.2	11.0	2.5	2.9	91.4	105.2	4	92
6500	32.2	37.1	13.7	2.4	2.7	84.6	97.4	2	93
7000	37.1	42.7	17.6	2.1	2.4	75.8	87.2	2	94
7500	41.4	47.6	19.8	2.1	2.4	75.2	86.5	2	95
MOST	CONOM	CAL CRU	ISING SPE	ED					

ennesaw, Georgia; 800-962-7926; yamahaboats.com





- Batteries are easily accessible under the console.
- ► The rugged Rawhide sprayin cockpit floor liner is handsome and easy to care for.
- A standard aluminumframe trailer makes it easy to launch. load and haul the boat.

SEE THE VIDEO

To watch our video review of the RB200, scan this tag or visit boatingmag.com/ bbg20/ranger rb200.



SPECS: LOA: 20'4" BEAM: 8'0" DRAFT (MAX): 1'0" DRY WEIGHT: 1.550 lb. (without engine) SEAT/WEIGHT CAPACITY: 5/825 lb. FUEL CAPACITY: 28 gal. HOW WE TESTED: ENGINE: Mercury 150 Pro XS DRIVE/PROPS: Outboard/Mercury Revolution 19 GEAR RATIO: 2.08:1 FUEL LOAD: 25 gal. CREW WEIGHT: 370 lb.

anger's RB series proved itself popular among bass, crappie and coastal anglers-and now includes this larger new RB200.

Our test boat was powered by a fourstroke Mercury 150 ProXS outboard, a speedy, agile combination enhanced by hydraulic steering and smooth, precise throttle control. The RB200 planed in 2.8 seconds, reached 30 mph in 6.4 seconds and missed 50 mph by just a fraction. The RB200's stout foam-filled hull is solid and knocked downdouble-up wakes without knocking out dental work-something

many aluminum boats can't do.

Ranger owners have come to expect ergonomic efficiency as well as stellar performance. This means paying attention to details that are often overlooked in the showroom. New steps-a pair nested port and starboard in the corners of forward bulkheads-make it easy to mount the casting deck. Three seat pedestals, one in the center flanked by two more, allow for setting it up with a leaning seat or a pair of folding seats for crappie spider riggers. Then there's Ranger's Lock-Track tool rail that runs the length of each gunwale, accommodating as many rod holders as you care to mount.

The wide front casting deck includes a trolling-motor pedal storage compartment with a trim ring to convert the compartment into a recessed tray.

The RB200's layout is perfectly tailored for taking on inshore fisheries or buddy bass tournaments with dual livewells, ample rod boxes, and cavernous in-deck storage on the fore and aft decks and under the rear jump seats. Rod lockers to port and starboard hold up to 8-foot-

	SPEED			EF	OPERATION				
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	3.1	3.6	0.6	5.2	6.0	131.4	151.2	2	68
1500	4.1	4.7	0.8	5.1	5.9	128.7	148.1	2	76
2000	5.4	6.2	1.3	4.1	4.8	104.4	120.2	3	80
2500	6.7	7.7	2.0	3.3	3.9	84.3	97.0	6	82
3000	11.6	13.4	3.4	3.4	3.9	86.3	99.3	7	90
3500	20.9	24.0	3.6	5.8	6.7	146.0	168.0	4	90
4000	22.7	26.1	4.6	4.9	5.7	124.2	143.0	2	94
4500	29.3	33.7	7.8	3.8	4.3	94.6	108.9	2	90
5000	32.8	37.8	8.8	3.7	4.3	94.1	108.2	3	90
5500	36.8	42.3	10.8	3.4	3.9	85.8	98.7	2	94
6000	40.7	46.8	14.1	2.9	3.3	72.7	83.6	2	97
6500	43.2	49.7	13.8	3.1	3.6	78.9	90.8	2	96
MOST	CONOM	CAL CRU	ISING SPE	ED					

RANGER BOATS lippin, Arkansas; 870-453-2222; rangerboats.com

6-inch rods. The front center livewell is ideal for keeping the catch fresh and holds larger fish such as muskie, stripers and snook along with a bait bucket for leeches or minnows. The all-fiberglass helm station has a sturdy grab rail and can hold a 9-inch sonar/GPS display. There's a wide leaning post for two people and it's flanked by jump seats aft.

Quick, nimble, easy to trailer, ultimately fishable for any species-the RB200 might be the most tempting fish boat we've seen in this price range.







THIS IS NOT YOUR GRANDPA'S PONTOON BOAT, THIS IS A MANITOU.



- Standard Siren Marine tracking and monitoring device helps keep your investment secure and safe
- Machinedaluminum grab rails and other billet trim features add style and durability.
- Bass Cat offers literally thousands of custom-color combinations.
- Stereo speakers in the seats improve audio even at high speeds.
- Two Scissor Lift tackle-storage modules present up to eight Plano boxes in accordion-file style for easy access.

SPECS: LOA: 22'0" BEAM: 8' DRAFT (MAX): 1'0" DRY WEIGHT: 2.100 lb. (plus engine) SEAT/WEIGHT CAPACITY: 5/875 lb. FUEL CAPACITY: 60 gal. HOW WE TESTED: ENGINE: Mercury 450 R V-8 DRIVE/PROP: Bravo 4 20" 4-blade stainless steel GEAR RATIO: 1.6:1 FUEL LOAD: 30 gal. CREW WEIGHT: 400 lb.

t full throttle, the wind roared in my ears and threatened to blow off my sunglasses, in spite of the snug neck strap. Would my hair pull out?! There might be faster bass boats, but we don't know why you would want one. We do know high-performance handling is just part of what is appealing about the Bass Cat Jaguar.

Getting that performance requires a sharp entry to clear the waves, an aerodynamic hull design to lift the boat, and excellent balance of equipment and features on board to maintain the proper running attitude at high speed. A durable

fiberglass stringer system is part of the formula, and so is an 18-layer, vacuummolded fiberglass transom stretching the full beam of the boat. Dual fuel tanks hold 30 gallons each, distributing fuel weight for an optimal ride. Even the livewells, triangularly shaped, are designed to minimize sloshing, keep the weight on the centerline, and provide the fish with deep oxygenated water for a lively release after the weigh-in. The long-lived good looks of the boat is maintained thanks to vinylester resins between fiberglass and gelcoat, adding to durability, preventing blistering and eliminating fiberglass print-through.

On top of that, Bass Cat uses unique, high-quality hardware throughout the boat. Stylish louvers of billet aluminum and dual grab rails set on the beveled gunwales offer ride security while avoiding dock contact. They're even LED-lighted. Useful details abound, including folding midship cleats for quick mooring at the weigh-in, an adjustable trolling-motor pedal pocket and battery-voltage monitor.

Tool storage includes a net scabbard and ruler slot in the foredeck. Rod storage

		SPEED				LICIEIA	UT.		UPER	MITON
					naut.	stat.	n. mi.	s. mi.		sound
rp	m	knots	mph	gph	mpg	mpg	range	range	angle	level
10	00	5.0	5.7	2.1	2.4	2.7	116.8	134.4	1	65
150	00	6.1	7.1	4.2	1.5	1.7	72.2	83.1	4	71
20	00	7.1	8.2	7.9	0.9	1.0	44.6	51.4	7	73
250	00	9.5	10.9	8.0	1.2	1.4	58.6	67.4	9	79
30	00	27.2	31.3	11.0	2.5	2.8	122.4	140.9	2	85
350	00	35.0	40.3	12.5	2.8	3.2	138.7	159.6	1	87
40	00	40.3	46.4	16.2	2.5	2.9	123.2	141.8	1	85
450	00	50.6	58.2	17.6	2.9	3.3	142.2	163.7	1	87
50	00	60.0	69.0	26.0	2.3	2.7	114.2	131.4	1	93
550	00	68.7	79.1	30.9	2.2	2.6	110.1	126.7	1	93
60	00	73.9	85.0	41.2	1.8	2.1	88.7	102.1	1	94
613	20	76.6	88.1	41.5	1.8	2.1	91.3	105.1	1	95
мо	ST E	CONOM	CAL CRU	ISING SPE	ED					

BASS CAT BOATS Midway, Arkansas; 870-481-5135; basscat.com

encen

holds 9-foot rods in a port locker and an extra-long starboard locker too. Tackle storage abounds, and dual lockers on the bow step house a cooler with a double helmet locker to port-the latter giving ample proof that the Jaguar designer knows tournament fishing. The fishing partner even gets four on-deck rod holders.

Bass Cat thought of every question or need a bass angler ever had and designed an answer into the Jaguar. It is the Bass Cat's meow.





The M3800 is sporty and nimble with rough water capabilities of a much larger boat.

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for more information on the entire Mystic line up.



- Frameless, wraparound acrylic windshield earns bia-time style points.
- Versatile enough for enjoying fishing, cruising and watersports in comfort.
- The hull slices smoothly through rough water and corners like a sports car.
- The self-bailing cockpit auickly drains water away from the nonskid deck
- Hydraulic steering assures easy handling whether running at speed or maneuvering in the confines of a tight, crowded marina.

SPECS: LOA: 21'6" BEAM: 8'6" DRAFT (MAX): 1'3.75" DRY WEIGHT: 2.776 lb. (without power) SEAT/WEIGHT CAPACITY: 9/1.500 lb. FUEL CAPACITY: 82 gal. HOW WE TESTED: ENGINE: 150 hp Yamaha F150 DRIVE/PROP: Outboard/Reliance 141/4" x 17" stainless-steel 3-blade GEAR RATIO: 2.00:1 FUEL LOAD: 50 gal. CREW WEIGHT: 400 lb.

ith a frameless wraparound acrylic windshield and style lines that instantly identify it as a Scout, the new 215 Dorado will turn heads anywhere this smooth-riding dual-console model carries you. Plus, a host of angling features make this an effective fishing machine, as well.

Whether fishing or cruising, you'll stay comfy. The bow offers twin lounges and serves as a gathering place that envelopes crew in posh two-tone wraparound seating. Set up the optional oval, teak table (\$1,045) for drinks and snacks.



Open the central windshield panel and stroll aft to find a spacious cockpit deck spanning 71/4 feet by 73/4 feet. Fold down the transom bench seat to kick back while skimming across the bay. Twin adjustable, swiveling bucket-style seats for the helm and port console come standard, but you can opt for back-to-back seating that converts into a lounge on the port side.

Enjoy watersports? Pull your gear out of the central in-sole ski locker, set up the optional ski pylon (\$1,102), crank up the Fusion four-speaker stereo, and have a blast. The F150 Yamaha outboard on our test boat displayed plenty of pop, propelling the 215 to plane in 3.5 seconds and 30 mph in 7.5 seconds. Top speed was a pleasing 43 mph at 5,700 rpm. Want more power? You can max out the 215 Dorado at 200 hp in either a Mercury or a Yamaha.

Use the telescoping, stainless-steel boarding ladder in the starboard swim platform to climb aboard, and the enclosed head compartment in the port console to change in privacy. A portable marine toilet is optional (\$365), but a good idea when cruising or fishing with friends.

	SPEED			EF	OPERATION					
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	4.26	4.90	0.80	5.32	6.13	393	452	0	67	
1500	5.39	6.20	1.20	4.49	5.17	331	381	0	69	
2000	6.95	8.00	2.40	2.90	3.33	214	246	2	70	
2500	7.82	9.00	3.40	2.30	2.65	170	195	4	72	
3000	10.43	12.00	4.80	2.17	2.50	160	185	5	77	
3500	19.12	22.00	5.50	3.48	4.00	257	295	4	80	
4000	24.33	28.00	6.60	3.69	4.24	272	313	3	81	
4500	28.68	33.00	8.60	3.33	3.84	246	283	2	83	
5000	32.15	37.00	11.10	2.90	3.33	214	246	2	85	
5500	34.76	40.00	13.80	2.52	2.90	186	214	2	88	
5700	37.37	43.00	14.90	2.51	2.89	185	213	2	90	
MOST ECONOMICAL CRUISING SPEED										

SCOUL BOATS Summerville, South Carolina; 843-821-0068; scoutboats.com

\$55,995 (with Yamaha F150)

This boat's fishy side emerges with four gunwale rod holders, horizontal rod racks below the gunwales and a 19.4-gallon covered livewell in the port quarter. Order the optional freshwater washdown (\$811) to clean up after fishing.

Skippers will love the helm-especially when it comes equipped with an optional flush-mounted Garmin GPSMap 942XS (\$1,859). A black acrylic dash and matching countertops, along with a beefy stainless-steel wheel, complement this boat's classy look.



PRINGEORIAN FILE DOMINATE THE WATERS.



About Brunswick

Headquartered in Mettawa, III, Brunswick Corporation's leading consumer brands include Mercury Marine outboard engines, Mercury do have been parts and accessories including propellers and SmartCraft electronics. Power Products Integrated Solutions, MotorGuide trolling motors, Attwood, Garelick, and Whale marine parts, and MY-Sea, BLA Payne's All Parts and Commission of the Commission o

About Princecraft Boats Inc.

Since 1954, Princecraft Boats Inc., headquartered in Princeville, Quebec, Canada, creates unparalleled experiences on the water for fishing and boating enthusiasts with "professionally rigged and ready" packages of aluminum fishing boats, pontoon boats and deck boats. It commitment is borne out of a deeply tooted hertage of unmatched craftsmaship, incomparable performance and per promise of year of trouble-free boating. More fishermen, families and dealers than ever join the Princecraft family, and create some of the best moment of their lives.

Princecraft Boats Inc. © 2019 | A Brunswick Company



- A measuring board slides from its vertical rack at the helm; behind it is a slot for stowing a landing net.
- Moving from cockpit to foredeck is comfortable and easy thanks to stens with cooler and dry storage.
- Dual compartments on deck hold a pair of Engel 19-quart aerated bait boxes.
- There are more than 1,000 custom-color combinations available to Yar-Craft owners.
- The foldaway tongue of the custom trailer optimizes garage storage space.

SPECS: LOA: 21'6" BEAM: 7'9" DRAFT (MAX): 1'2" DRY WEIGHT: 2.200 lb. (plus engine) SEAT/WEIGHT CAPACITY: 6/1.125 lb. FUEL CAPACITY: 56 gal. HOW WE TESTED: ENGINE: Mercury Racing 400R DRIVE/PROP: Outboard/Bravo 4 23" 4-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 25 gal. CREW WEIGHT: 400 lb.

alleye anglers are tough as nails. They ply large, open waters in high winds with heavy seasand half the time, they do it in temperatures that keep most anglers sitting by the fire—so Yar-Craft builds the 219 TFX to be tougher. Its high freeboard knocks down seas. Its sharp stem and deep-V bottom cleave waves other boats bash into and over. Its open cockpit provides the right combination of clear deck space and needed casting decks.

Our test of the 219 was atypical for walleye tournaments; a bluebird day in

90 degrees with little to no wind. So, we pressed the throttle forward, popped it up on plane in 3 seconds and passed through 30 mph in 6.4 seconds. Top speed was 67-plus miles per hour with the supercharged Mercury 400 R-proving there was plenty of torque to battle seas and speed to make sure you didn't have to. We carved double-up wakes, then sliced back through them, simulating the kind of seas that wouldn't deter a walleye guy; we were pleased with the comfortable crossing.

We were protected in the cockpit behind a tall windshield with roomy helm and passenger consoles. The helm itself is arranged to accept a 12-inch GPS chart plotter. Membrane-touch switches are waterproof. The hydraulic steering wheel tilts. The passenger console has a pair of grab rails if it does get rough-but mostly they serve as a handy way to pull up to one's feet to attack the next fishing hole.

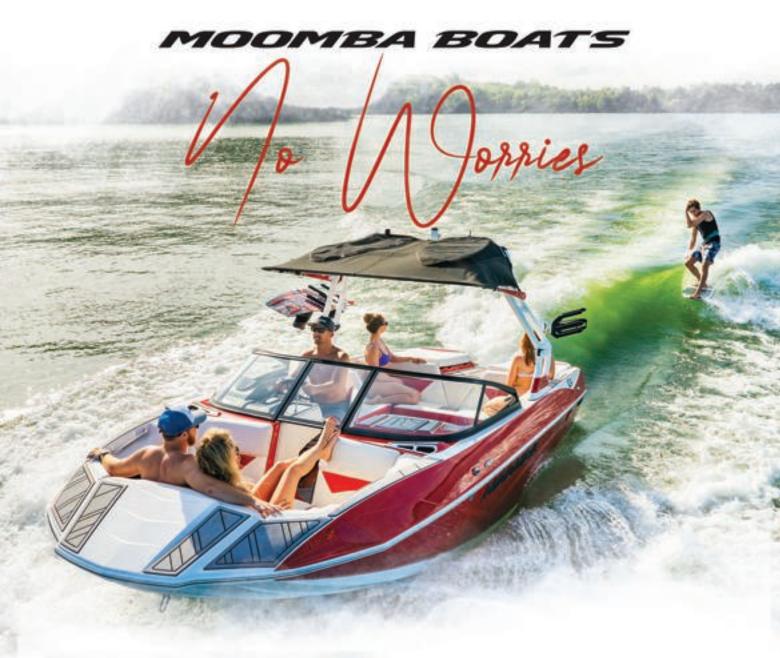
Two steps to the foredeck conceal dry storage and a cooler. On the deck itself is a large rod locker, ample dry-storage boxes and a pair of compartments ideal for a pair of Engel 19-quart live-bait coolers.

SPEED					EF	UPERATION				
					naut.	stat.	n. mi.	s. mi.		sound
	rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
	1000	5.3	6.1	1.4	3.8	4.4	190.8	219.6	1	66
	1500	6.9	7.9	2.3	3.0	3.4	150.4	173.1	3	73
	2000	8.5	9.8	3.9	2.2	2.5	110.1	126.6	5	76
	2500	19.6	22.6	4.3	4.6	5.3	230.2	264.9	4	79
	3000	26.2	30.1	6.9	3.8	4.4	191.1	219.9	1	80
	3500	31.2	35.9	8.8	3.5	4.1	178.7	205.6	0	86
	4000	36.1	41.6	11.6	3.1	3.6	157.1	180.7	0	86
	4500	40.8	46.9	14.4	2.8	3.3	142.6	164.2	0	86
	5000	45.7	52.6	20.1	2.3	2.6	114.6	131.9	0	88
	5500	49.3	56.7	24.0	2.1	2.4	103.5	119.1	0	87
	6000	53.9	62.0	30.2	1.8	2.1	89.9	103.5	0	89
	6400	58.7	67.6	34.2	1.7	2.0	86.6	99.6	0	90
	MOST	CONOM	ICAL CDII	TETNIC SDE	ED					

YAR-CRAFT BOATS lountain Home, Arkansas; 870-481-5135; yarcraft.com

Storage buckets in the aft compartment lift out to access pumps below deck. and the hatches themselves lift off, making access even easier. For secure footing, our nonskid deck was covered in Sea Deka good look that also reduces fatigue from standing to fish all day. Our predominantly red-and-white tester gleamed on the water thanks to highly polished gelcoat and judicious use of metal-flake accents. There are thousands of color choices to customize your boat.







8





Available Engine



Sanger :







Standard Bellest 2700 to 19076 to

ALL-NEW 2020 KAIYEN

SET SUMMER ON FIRE.

Brand new for 2020, the Kaiyen has been designed to grab attention, bring the heat and boost big water all day long. At just 21' 5" and built with a deep hull, the latest Moomba will be your favorite thing about summer.

HOTOS: COURTESY FINSEEKER BY CROWNLINE



HIGH POINTS

- The list of standards is long, including a trailer.
- ▶ T-top, macerated fish boxes, raw and fresh water are all standard.
- Standard windlass and davit for bottom fishermen.

SEE THE VIDEO

To watch our video review of the 220 CC, scan this tag or visit boatingmag.com/ bba20/finseeker 220cc.



SPECS: LOA: 21'8" BEAM: 8'6" DRAFT (MAX): 3'0" (motor down) DRY WEIGHT: 4.650 lb. (as tested) SEAT/WEIGHT CAPACITY: 11/2,365 lb. FUEL CAPACITY: 105 gal. HOW WE TESTED: ENGINE: Mercury 225 hp FourStroke Verado V-6 DRIVE/PROP: Outboard/Enertia 16P 3-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 30 gal. CREW WEIGHT: 250 lb

he Finseeker is neither low slung like South Miami center-consoles nor built high in the bow like mid-Atlantic boats. The unique lines are just right for secure fishing in coastal waters and looks great when cruising for fun.

Premium hardware, glistening gelcoat, the stainless-steel rub rail and stocky but sleek cleats are among the beauty marks. The swim platform is wide and protected by a second stainless-steel rub rail.

Segmented coaming bolsters follow the lines and match interior features for style and comfort. Powder-coated grab

rails are blended into the gunwales amidships for safety-concealed with style.

Finseeker fashioned a forward console door, broadening the access to the compartment below. And, instead of just bolting on a jump seat, there's a fold-down jump seat embedded in the door, leaving no knee-bashing protrusion when bottom fishers are working the bow. Bow lounges and stowable seat backs add comfort for cruising. A transom seat folds away instantly with a one-handed slap.

The helm can accommodate dual 12-inch Garmin displays. (Dual 7-inch displays are standard.) Flush-mounted, push-button backlit switches are sleek and handsome and make wiping the dash easy-peasy after a salty day.

The optional hardtop is overbuilt for a long, rugged life at sea and the aircraftquality curved acrylic windshield offered a clear view and protection from weather. A cloth T-top is standard.

Finseeker's design expertise works for anglers too. The leaning post boasts one centered livewell and the portside transom another. Macerated fish boxes have

	SPEED			EF	FICIEN	OPERATION			
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	4.0	4.6	0.9	4.4	5.1	419.7	483.0	0	64
1500	5.7	6.6	1.5	3.8	4.4	358.6	412.7	0	68
2000	7.2	8.3	2.5	2.9	3.3	272.6	313.7	1	72
2500	7.9	9.1	3.4	2.3	2.7	218.6	251.5	3	75
3000	11.3	13.0	5.2	2.2	2.5	204.5	235.3	5	82
3500	18.9	21.7	5.9	3.2	3.7	302.0	347.6	3	81
4000	22.4	25.8	7.6	2.9	3.4	278.8	320.8	2	83
4500	28.0	32.2	9.8	2.9	3.3	269.8	310.5	1	86
5000	30.7	35.3	11.7	2.6	3.0	247.8	285.1	1	91
5500	35.8	41.2	16.0	2.2	2.6	211.5	243.3	1	91
6000	38.3	44.1	18.8	2.0	2.3	192.4	221.4	1	94
MOST	CONOM	CAL CRU	ISING SPE	ED					

FINSEEKER BY CROWNLINE est Frankfort, Illinois: 618-937-6426: finseeker.com

guttered lips to channel deck water out, and the hatches are gasketed to keep icy water in. Tackle storage is conveniently located on either side of the leaning post.

Rod holders abound in the gunwales, with below-gunwale storage and toe rails for secure footing when gaffing fish. Four stainless-steel rocket launchers in the hardtop and four in the leaning post crown its superfishability.

Finseeker's 220 is a strong entry point for this new brand and worth exploring for fishing or beachcombing enthusiasts.





GAME. CHANGED.

BOATING **CERTIFIED TEST** RESULTS

HIGH POINTS

- Luxuriously upholstered seating and coaming pads.
- An electronic. programmable, combinationignition touchscreen keeps the boat secure at the dock.
- ▶ Dual livewells efficiently maintain a lively catch and keep bait frisky.

SEE THE VIDEO

To watch our video review of the 621cFS Pro, scan this tag or visit boatingmag .com/bba20/ ranger621cfs.



SPECS: LOA: 21'10" BEAM: 8'6" DRAFT (MAX): 1'4" DRY WEIGHT: 2.450 lb. SEAT/WEIGHT CAPACITY: 7/2.300 lb. FUEL CAPACITY: 56 gal. HOW WE TESTED: ENGINE: Mercury 400XL Verado DRIVE/PROP: Bravo 22 GEAR RATIO: 5.44:1 FUEL LOAD: 45 gal. CREW WEIGHT: 380 lb.

he 621cFS PRO might be the most technologically advanced freshwater fishing boat we've tested. Designed for walleye anglers, it is loaded with innovative technology such as Ranger's RIDE (Ranger Intelligent Display Engine), a 9-inch, touchscreen switching system for controlling and monitoring all the functions of the boat.

The upholstered helm console is redesigned with a luxury-car look and accommodates a 16-inch sonar/chart plotter along with the RIDE display.

The all-new FS PRO Series hull delivers



optimal performance when it steps up on pad, and it has the solid construction for which Ranger is known. With a Mercury 400 XL Verado engine, it shot from the hole in 5.1 seconds and accelerated to 30 miles per hour in 10.6 seconds. We cut sharp turns to create wakes, which this Deep-V model handled with ease.

Ranger delivered a larger cockpit by removing the rear tackle boxes and replaced storage by lengthening the bow deck 4 inches to enlarge the forward storage boxes. At the bow, a trolling-motor pedal storage box and a concealed drawer-tap it with your toe to deploy it—for storing pliers and other fishing tools were added.

Forward storage boxes are gelcoated and boast Ranger's Power Ventilation Rod Storage system that removes moisture to inhibit corrosion and mildew. The bow center rod locker can handle 8-foot-6-inch-long rods. A cooler on the port side and a baitwell on the starboard side flank the center rod compartment. The front deck step has a net handle socket for stowing a landing net and a storage compartment below.

SPEED					EF	OPERATION				
				naut.	stat.	n. mi.	s. mi.		sound	
	rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
	1000	4.5	5.2	1.0	4.5	5.2	227.7	262.1	3	67
	1500	6.2	7.1	2.0	3.1	3.6	155.5	178.9	4	70
	2000	7.0	8.1	4.0	1.8	2.0	88.7	102.1	7	74
	2500	7.6	8.7	6.0	1.3	1.5	63.5	73.1	8	75
	3000	11.1	12.8	8.0	1.4	1.6	70.1	80.6	9	79
	3500	22.9	26.3	9.0	2.5	2.9	128.0	147.3	4	85
	4000	30.3	34.9	12.0	2.5	2.9	127.4	146.6	3	98
	4500	35.2	40.5	16.0	2.2	2.5	110.9	127.6	2	107
	5000	39.4	45.3	25.0	1.6	1.8	79.4	91.3	2	107
	5500	46.4	53.4	30.0	1.5	1.8	78.0	89.7	2	108
	6000	52.4	60.3	34.0	1.5	1.8	77.7	89.4	2	115
	6500	55.4	63.7	35.0	1.6	1.8	79.7	91.7	2	115
	6850	57.6	66.3	37.0	1.6	1.8	78.5	90.3	3	115
MOST ECONOMICAL COLLECTIC SPEED										

RANGER BOATS Flippin, Arkansas; 870-453-2222; rangerboats.com

Price: \$114,130 (as tested)

Our test boat was equipped with one Power-Pole, along with optional Zipwake interceptors. These compact modules replace trim tabs and won't obstruct a kicker motor. Adding to the robotic-tech effect, Zipwakes automatically react to conditions and load balance to keep the boat on level pitch and roll and ideal trim.

Walleye pros might have set the style for this boat, but it will be coveted by anglers of muskie, pike, stripers and black bass throughout the U.S.A.



BUILDING BOATS FOR OVER 45 YEARS

Take your getaways to the next level with PlayCraft's X-Treme Series, where we throw limitations overboard. You get the power, speed and handling PlayCraft is known for, plus, there is no shortage of luxury on the X-Treme Series. This boat features stylish designs, overstuffed seats and ample lounging areas for anyone looking to kick back and enjoy the beauty of the lake. So whether it's a relaxing day, or a heart-racing day, the X-Treme will give you a day you will never forget.







- Tough, resilient vinyl is comfortable to the touch even in the hot sun.
- Helm station is large enough to hold two 12-inch chart plotters.
- The circuitbreaker panel is easily accessible in the helm console.

SEE THE VIDEO

To see our video review of the 242 DC, scan this tag or visit boating mag.com/bbg20/ blackfin242dc.



SPECS: LOA: 24'6" BEAM: 8'10" DRAFT (MAX): 2'8" (engines down) DRY WEIGHT: 5.800 lb. (without engines) SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 140 gal HOW WE TESTED: ENGINES: Twin 150 hp Mercury FourStroke DRIVE/PROPS: Outboard/Mercury Rev 419" pitch 4-blade stainless steel GEAR RATIO: 1.92:1 FUEL LOAD: 140 gal. CREW WEIGHT: 560 lt

lackfin's new dual-console series includes this 242 DC and a larger 272. We tested both and found them to live up to the standard of quality for which the Blackfin name is known. We noted that quality in hardware such as the heavy-duty polished stainless-steel hinges and latches. Powder-coating of the windshield frame and hardtop, and other components such as cleats and rub rail, are all made from polished stainless steel.

We felt the durability in the ride. Pressing forward on the electronic Mercury Smart Craft throttles gave a rewarding

return in acceleration. With each increased increment, we nudged our heads back in response to the added acceleration. Power steering is super-smooth, and increasingly, we are too spoiled to operate a boat without it. Those features enhance the fun, but when slapping through the choppy Tampa Bay, the 242 DC took it like it was machined from a solid block of titanium steel.

The hatches remained firmly latched and rattle-free. The hardtop stood solid, and thanks to highly flared bows and a tall windshield, we stayed dry in the roughest spot. Not that the windshield ever got wetit did not. But if it were really sloppy out, by closing the windshield and wind dam, the crew can hunker down confidently in the cockpit for a comfortable ride home.

Bow seating is generous, with deep coamings for security. The portside cockpit lounge is brilliantly designed to fold into a sun lounge, a forward- or aft-facing chaise longue or back-to-back upright seats. The transom seat extends from port gunwale to the starboard transom door, and folds away in a heartbeat.

As comfortable a cruiser as it is, it's

	SPEED			EFI	UPERATION						
				naut.	stat.	n. mi.	s. mi.		sound		
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level		
1000	5.0	5.8	2.2	2.3	2.6	288.7	332.2	NA	NA		
1500	6.7	7.7	3.6	1.9	2.1	234.2	269.5	NA	NA		
2000	8.2	9.4	6.4	1.3	1.5	160.8	185.1	NA	NA		
2500	11.7	13.5	9.2	1.3	1.5	160.7	184.9	NA	NA		
3000	18.6	21.4	11.4	1.6	1.9	205.5	236.5	NA	NA		
3500	25.5	29.3	15.8	1.6	1.9	203.0	233.7	NA	NA		
4000	30.8	35.4	17.4	1.8	2.0	222.8	256.3	NA	NA		
4500	35.6	41.0	21.2	1.7	1.9	211.8	243.7	NA	NA		
5000	39.9	45.9	26.8	1.5	1.7	187.5	215.8	NA	NA		
5500	43.8	50.4	35.0	1.3	1.4	157.7	181.4	NA	NA		
5770	44.1	50.8	35.6	1.2	1.4	156.2	179.8	NA	NA		
MOST ECONOMICAL CRUISING SPEED											

BLACKFIN BOATS Williston, Florida; 352-528-2628; blackfinboats.com

Price: \$148,547

ready to satisfy demanding anglers with four standard gunwale rod holders, undergunwale rod hangers, and a port and starboard pair of rocket launchers in the hardtop. The 24-gallon livewell is covered by an acrylic top and aerated with a powerful 850 gph pump. Raw- and freshwater washdowns are available, and shower faucets are handy in the cockpit galley and the roomy head compartment in the portside console. Keep drinks or bait in the standard rollout Yeti cooler, and ice the catch in macerated port and starboard fish boxes.





CHRPRRRRRL W

SYAMAHA



- The standard SeaDek flooring on the aft casting platform increases your comfort underfoot while increasing the boat's dockside appeal.
- Standard livewells both fore and aft mean that fresh bait will always be in reach when vou're offshore
- ► The built-in cooler in the aft deck and the removable Yeti cooler at the how mean cold beverages also will always be in reach when you're hanging out.
- Bring your kid's soccer team aboard. There's seating for all to cruise comfortably.

SPECS: LOA: 25'2" BEAM: 8'6" DRAFT (MAX): 1'5" DRY WEIGHT: 3,650 lb. SEAT/WEIGHT CAPACITY: 12/1,733 lb. FUEL CAPACITY: 75 gal. AVAILABLE POWER: Yamaha outboards to 350 hp

f you're a hardcore angler, but you also like to spend time onboard with the family enjoying watersports, cruising or just hanging out on the hook, the 251 Hybrid delivers exactly what its name implies: a multi-purpose boat for the family that wants to do it all.

Where to start? How about with the aft casting platform that comes standard with comfy SeaDek flooring. The casting deck features built-in storage and a 40-quart cooler, accessible from the water when you're taking a swim off the transom. Flip up the transom jump seat to

create a cockpit conversation pit, or for a comfortable cruising seat on the ride out of the inlet.

The bow also proved itself another great social-gathering point, with a cushioned love seat in front of the console and the wraparound bolsters on the U-lounge serving double duty as backrests or to provide fish-fighting comfort. Add in the seat cushions when it's time to chill and stow them away when it's time to fish. Backrests flip out from the gunwales to create forward-facing lounges. A 45-quart Yeti cooler comes with a snap-on cushion to complete the U-lounge in the bow.

If your kids enjoy watersports, opt for the ski tower, which can be black or white powder-coated aluminum to match your boat's color package. It raises the tow point above the outboard so that the rope won't hit the engine's cowling.

Ready to wet a line? Stowage space under the bow seats hide a rod locker and an insulated fish box. There's a 15-gallon livewell under the forward console seat and a 16-gallon one in the aft deck. Between the rod holders in the T-top, the



NAUTICSTAR BOATS Armory, Mississippi, 662-200-4664;nauticstarboats.com

gunwales and the rod locker, the boat can hold 21 fishing rods. At the helm, there's room to vertically flush-mount two large MFDs for your electronics package.

As for performance, the boat can be rigged with a Yamaha outboard ranging from 250 to 350 horsepower. With a Yamaha F300, NauticStar reported a top speed of 52.5 mph. It found its optimal cruising speed of 24 mph at 3,000 rpm, burning 6.4 gph. NauticStar also recorded a time of 3.81 seconds to plane and a zero to 30 mph time of just 5.5 seconds.





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BOATING **CERTIFIED** TEST RESULTS **BOAT BUYERS GUIDE**

HIGH POINTS

- Classy looks with Regulator sheer line and flare.
- New shallowdraft hull design for inshore and nearcoastal waters impressed us and was drawn by Lou Codega, noted naval architect and longtime designer for Regulator Marine
- Up/down seatbacks on the bow fish boxes allow lounging while running or sunsetwatching.
- Huge access under center transom seat to wiring, plumbing and mechanicals will surely put a smile on the face of DIY boaters.

SPECS: LOA: 26'9" BEAM: 9'3" DRAFT: 1'2" (engine up) DRY WEIGHT: 5,900 lb. (with engine) SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 107 gal. HOW WE TESTED: ENGINE: Single 300 hp Yamaha four-stroke DRIVE/PROP: Outboard/15.5" x 17" Yamaha Saltwater Series II 3-blade stainless steel GEAR RATIO: 1.86:1 FUEL LOAD: 40 gal CREW WEIGHT: 600 lb.

nlike its offshore sisters, Regulator Marine's new 26XO reigns plying estuaries and near-coastal waters. In sharp, choppy bay waters our test boat ran dry without pounding at 25 to 32 mph with six people aboard.

Design strength and Regulator's rocksolid construction make it safe and stable for a family, at rest and underway. This is a long-legged boat for fishing and exploring, with a range over 200 miles. Yamaha's F300 offers efficient operation in big waters, with plenty of pull for tow sports with an optional, removable tow bar. The hull's

14-inch draft, moderate deadrise, transom hull pocket and SeaStar hydraulic jack plate make shallow-water operation easy for fishing or sandbar picnics.

The 26XO makes a good island for family, friends or a couple. The hardtop shades the helm. There's room to roam, with well-placed grab handles, cup holders and USB charging ports. The console holds a vented, lighted compartment with 60-inch headroom for a portable toilet or a permanent model with holding tank.

Seating? The bow's port and starboard storage compartments convert to lounges. The console cooler seats two, as does the helm's leaning post/livewell/tackle center. The stern deck offers three cushioned seats side by side, plus storage and a swim platform with retractable ladder and a transom shower. A four-speaker marine stereo with Bluetooth comes standard.

The 26XO might be Regulator's most versatile boat. For bluewater duties, choose Taco Grand Slam 390 outriggers, a rocket launcher and a Garmin autopilot/radar package. The Garmin 16 XO Fish Package includes a 16-inch plotter/sonar, VHF and

	SPEED			EF						
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	4.4	5.1	1.3	3.4	3.9	328.3	377.8	0	64	
1500	6.0	6.9	2.1	2.9	3.3	275.0	316.4	1	65	
2000	7.1	8.2	3.7	1.9	2.2	185.5	213.4	3	70	
2500	7.8	9.0	5.6	1.4	1.6	134.5	154.8	4	73	
3000	8.5	9.8	8.0	1.1	1.2	102.5	118.0	6	76	
3500	13.6	15.6	10.0	1.4	1.6	130.5	150.2	4	80	
4000	23.8	28.6	12.5	1.9	2.3	188.4	219.1	4	82	
4500	27.5	31.6	15.1	1.8	2.1	175.1	201.5	4	84	
5000	33.0	38.0	21.1	1.6	1.8	150.7	173.4	3	86	
5500	36.9	42.5	26.2	1.4	1.6	135.7	156.2	3	89	
5800	38.3	45.1	26.4	1.5	1.7	139.8	160.9	3	92	
MOST	MOST ECONOMICAL CRUISING SPEED									

EFFICIENCY

REGULATOR MARINE INC. enton, North Carolina; 252-482-3837; regulatormarine.com

Price \$139,995 (with test power)

Airmar chirp transducer. Forward of the console is a 70-gallon in-sole fish box.

The 26XO also excels inshore, with casting decks fore and aft, optional 36-volt Minn Kota Riptide Ulterra i-Pilot trolling motor, 36-amp charger, and three deep-cycle batteries in a compartment. Hunting Redfish? Snook? Stripers? Even largemouth bass in a tidal river? The 26XO handles all these duties gracefully.

Yep, the 26XO handles multiple missions. Regulator's tag line for it is "Go anywhere, do everything." We agree.





WINTER SALES EVENT



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Gimme Six Extended Protection promotion applies to new Suzuki Outboard Motors from 25 to 350 HP in inventory which are sold and delivered to buyer between 01/01/20 and 03/31/20 in accordance with the promotion by a Participating Authorized Suzuki Marine dealer in the continental US and Alaska to a purchasing customer who resides in the continental US or Alaska. The Gimme Six Promotion is available for pleasure use only, and is not redeemable for cash. Instant Savings applies to qualifying purchases of select Suzuki Outboard Motors made between 01/01/20 and 03/31/20. For list of designated models, see participating Dealer or visit www.suzukimarine.com. Instant Savings must be applied against the agreed-upon selling price of the outboard motor and reflected in the bill of sale. There are no model substitutions, benefit substitutions, rain checks, or extensions. Suzuki reserves the right to change or cancel these promotions at any time without notice or obligation. * Financing offers available through Synchrony Retail Finance. As low as 5.99% APR financing for 60 months on new and unregistered Suzuki Outboard Motors. Subject to credit approval. Not all buyers will qualify. Approval, and any rates and terms provided, are based on creditworthiness. \$19.99/month per \$1,000 financed for 60 months is based on 5.99% APR. Hypothetical figures used in calculation; your actual monthly payment may differ based on financing terms, credit tier qualification, accessories or other 60 months is based on 5.99% APR. Hypothetical figures used in calculation; your actual monthly payment may differ based on financing terms, credit tier qualification, accessories or other 60 months is based on 5.99% APR. Hypothetical figures used in calculation; your actual monthly payment may differ based on financing terms, credit tier qualification, accessories or other 60 months is based on 5.99% APR. Hypothetical figures used in calculation; your actual monthly payment may differ based on financing terms, credit tier qualification, accessories or



- Innovative Jumper Door is easy to open for guest boarding at floating docks, diving, and for hauling aboard bia swordfish and tuna
- ▶ Foldout transom bench instantly creates extra seating in the aft cockpit yet quickly folds away when you need extra deck space
- Stowage for up to 18 fishing rods lets you prepare for a variety of angling opportunities.

SPECS: LOA: 27'2" BEAM: 9'4" DRAFT (MAX): 1'8" DRY WEIGHT: 6,500 lb. (with power) SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 200 gal. AVAILABLE POWER: Twin Mercury V-6 FourStroke outboards to 450 hp total

tilizing the same proven hull as Belzona's popular 27WA, the new Belzona 27CC features a simpler, angler-centric layout, while also incorporating the unique Jumper Door on the starboard side of the aft cockpit.

The sliding side door has always been one of the most recognizable Belzona features, making it easy for crew to board, scuba and land big fish. The 27CC's Jumper Door-standard equipment-offers the same benefits but uses articulating arms that allow you to lift and slide the door aft.

The center-console interior, with

starboard entry, features more than 51/2 feet of headroom and can be equipped with an optional portable or permanent electric marine head. In-sole storage compartments include a 340-quart fish locker under the foredeck and a pair of 222-quart fish boxes flanking the aft deck.

Factory electronics packages include a pair of flush-mounted Garmin GPSMap 8612 multifunction displays or a single Garmin GPSMap 8616. A leaning-post helm seat integrates stowage. The backrest incorporates four Mate Series rod holders that double as drink holders. An optional Yeti Tundra 75-quart cooler slides out from under the molded fiberglass seating module, and it can be fitted with a pad to create additional seating.

The leaning post can be optioned with a 50-gallon livewell to augment the 29-gallon transom well in the port quarter. You also can add an optional 17-gallon livewell in the starboard quarter. Five rod holders are inset into the transom bulkhead, and two gunwale rod holders line each side of the 27CC.

Wraparound bow seating features



BELZONA BOATS Doral, Florida; 305-512-3200; belzonaboats.com

cavernous storage lockers below. The forward console includes a seat for two, and underneath is an insulated 45-quart cooler. The foldout transom bench will accommodate four more of your crew.

A pair of Mercury 200 hp FourStroke V-6 outboards serve as standard power for the 27CC, but you can upgrade to a pair of Mercury 225 hp V-6s should you want more power. You also can order optional SeaStar Solutions EPS steering (to replace standard hydraulic steering), as well as an Optimus 360 joystick control system.



GRADY-WHITE Freedom 285

HIGH

- ▶ Redesigned hardtop provides sleek housing for Sure Shade cockpit cover.
- Close off the cockpit on cool days with the wind dam and windshield
- Turn on the heat for chilly days or the air conditioner for warm ones.

SEE THE VIDEO

To see the video review of the Freedom 285, scan this tag or visit boatingmag .com/bbg20/ gradywhite freedom285.



PHOTOS: COURTESY GRADY-WHITE BOATS



SPECS: LOA: 28'0" BEAM: 9'6" DRAFT (MAX): 1'10" DRY WEIGHT: 6,500 lb. (without engines) SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 214 gal. HOW WE TESTED: ENGINES: Twin Yamaha F300 DRIVE/PROPS: Outboard/SWS II 151/4" x 18" GEAR RATIO: 1.75:1 FUEL LOAD: 100 gal. CREW WEIGHT: 450 lb.

ual consoles might be the fastestgrowing category of outboard fishing boats. Grady-White certainly focuses plenty of effort on expanding its Freedom series, adding new models and updating existing models. The refreshed 285 brings new features developed in its larger models, giving it a surprisingly grand big-boat feeling in a 29-footer.

Grady offers one electric sliding lounge on the starboard side behind the helm seat and one on the port side as well. When it's time to fish, they slide up into aft-facing seats in a mezzanine position to clear the cockpit for fish-fighting action.

But for fishing, we'd forgo the electric lounge and choose the optional portside cockpit galley with freshwater sink, slideout trash can and storage drawer. It can double as a rigging station, albeit a fancy one with the sliding Corian top over the sink and fiddle rail to keep things from sliding off.

We found a livewell and an insulated fish box in the transom. Rod holders include four in the gunwales, four rocket launchers on the hardtop and three rod hangers under the starboard gunwale. Under that, on the port side, a styled toe rail allows the gaff man to tuck his toes for solid footing.

The helm console offers a vast working space for a large MFD, Yamaha Command Link gauges and Fusion audio controller. The captain's bench is electrically adjustable fore and aft, and on the port side a seat accommodates the first mate.

The port console opens to a large changing room with a marine head with electric flush. The forward box opens into the head compartment, creating additional storage for two more rods.

With all those amenities, limiting the crew will be your biggest issue, but the liberal cockpit seating is only half the story. Forward of the windshield, the bow opens to wraparound lounges and a cocktail table. The table can be lowered to the seating level, the filler cushion added and foldaway backrests deployed, turning the area into a sun pad. Stow the cushions, and it's a good spot to cast a rod or a net.

Dual consoles are dual-purpose vessels for cruising and fishing-but we'd call this one the family SUV.

	SPEED			EFI	ICIEN	CY		OPEF	RATION
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	6.1	7.0	2.7	2.3	2.6	433.9	499.3	0	65
1500	8.0	9.2	4.3	1.9	2.1	358.1	412.1	1	70
2000	9.5	10.9	7.0	1.4	1.6	260.6	299.9	4	74
2500	12.9	14.9	9.6	1.3	1.5	258.9	297.9	4	78
3000	21.6	24.8	13.0	1.7	1.9	319.3	367.4	4	81
3500	28.4	32.7	18.3	1.6	1.8	299.1	344.2	3	85
4000	32.5	37.4	25.5	1.3	1.5	245.5	282.5	2	84
4500	36.5	42.0	39.0	0.9	1.1	180.2	207.4	2	86
5000	40.6	46.7	43.6	0.9	1.1	179.3	206.3	2	88
5500	44.1	50.7	52.3	8.0	1.0	162.2	186.7	1	89
5800	47.0	54.1	52.9	0.9	1.0	171.0	196.8	1	89
MOST	CONOM	CAL CRU	ISING SPI	EED					

GRADY-WHITE BOATS eenville, North Carolina; 252-752-2111; gradywhite.com





HIGH

- Nonskid gunwale topsides around the length of the boat make dockside boarding easy.
- Grab handles on the console and leaning post have Edson Comfort Grin
- Recessed bowrail and pop-up cleats around the hoat keep the decks free of snags for anglers.
- Dash can hold a 16-inch flush-mounted monitor for your electronics package.
- ▶ Livewells have rounded corners and light-blue paint to help keep the bait alive longer on your offshore trips.

SPECS: LOA: 28'0" BEAM: 9'1" DRAFT (MAX): 3'0" DRY WEIGHT: 6.125 lb. SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 182 gal. HOW WE TESTED: ENGINES: Twin 250 hp Honda BF250 DRIVE/PROPS: Outboard/151/2" x 17" 3-blade stainless steel GEAR RATIO: 2.00:1 FUEL LOAD: 100 gal. CREW WEIGHT: 580 lb.

he NorthCoast 280CC is a centerconsole made by fishermen for fishermen, and it shows-in that every aspect of the boat helps you catch more fish. In short, the NorthCoast 280CC proves itself a coastal angler's dream.

Start with the ride, because you can't catch the fish if you can't get to them. The 280CC's deep-V hull tapers to 24 degrees of deadrise at the transom, helping it achieve an excellent ride while knifing through waves. On test day, we ran it boat traffic, and the 280CC handled it with

through a confused chop due to excessive

ease. It didn't pound, shutter or rattle, or throw spray into the cockpit. The twin Honda 250s propelled the boat to a near 54 mph top-end speed and cruised comfortably at 29.1 mph and 3,500 rpm. Dial back the throttles to 24.2 mph at 3,500 rpm, and our test data shows the boat has a range of more than 300 miles. That means you can run far afield to chase after any species, whether it be tuna offshore or coastal quarry such as striped bass.

The 280CC passed all of our handling tests with flying colors as well. The hull proved predictable in hard-over turns to port and starboard, with a nice inboard lean, and exhibited no blowout or slippage in either direction.

Above decks, everything is set up to make it easy to work your way around the boat and fish. With the nonskid gunwale topsides around the entire length of the boat, as well as the recessed grab rail along the bow and all the pop-up cleats, it's a safe and snag-free platform. The decks are clean and free of obstructions that could trip up anglers or cause issues while working a fish around the boat.

SPEED			EF	FICIEN	CY		OPERATION		
			naut.	stat.	n. mi.	s. mi.		sound	
rpm knots	mph	gph	mpg	mpg	range	range	angle	level	
1000 5.65	6.50	1.90	2.97	3.42	487	560	1	63	
1500 6.95	8.00	3.30	2.11	2.42	345	397	2	66	
2000 8.26	9.50	4.60	1.79	2.07	294	338	4	69	
2500 12.69	14.60	7.60	1.67	1.92	273	315	5	75	
3000 21.03	24.20	11.30	1.86	2.14	305	351	3	79	
3500 25.29	29.10	14.10	1.79	2.06	294	338	2	82	
4000 30.59	35.20	22.10	1.38	1.59	227	261	2	84	
4500 34.85	40.10	26.10	1.34	1.54	219	252	2	87	
5000 39.10	45.00	35.00	1.12	1.29	183	211	2	90	
5500 42.93	49.40	42.00	1.02	1.18	167	193	1	92	
5800 46.66	53.70	46.00	1.01	1.17	166	191	1	93	
MOST ECONOM	CAL CRU	ISING SPE	ED						

NORTHCOAST BOATS Bristol, Rhode Island; 888-802-2132; northcoastboats.com

rice: \$169,015 (base)

More fishing features? Livewells in both the transom and leaning post ensure vou'll never run out of bait.

Coaming bolsters line the cockpit gunwales that hide recessed rod racks. The portside in-sole fish box is macerated and drains overboard. There are plenty of rod holders in the gunwale topsides, on the back of the leaning post and on the stout hardtop, so there should always be a rod within reach for your anglers. With the 280CC's sweet ride, most fishing grounds should be in reach too.



Hampton Pontoons are crafted with style, tradition and innovation – making it the perfect boat for all occasions





HAMPTONPONTOONS.COM



- ▶ Electronic throttle and shift and nower steering are standard.
- Trim tabs controlled the ride for decreased planing times and balanced riding in crosswinds and quartering seas.

SEE THE VIDEO

To see our video review of the 30 HFC Bluewater, scan this tag or visit boatingmag .com/bba20/ seachaser340hfc.



SPECS: LOA: 30'3" BEAM: 9'6" DRAFT (MAX): 1'8" DRY WEIGHT: 6.183 lb. (plus engines) SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 237 gal. HOW WE TESTED: ENGINES: Twin Suzuki 350 APX DRIVE/PROPS: Outboard/15.5" x 24" 3-blade stainless steel GEAR RATIO: 2:1 FUEL LOAD: 200 gal. CREW WEIGHT: 500 lb.

portside boarding door in a 30-footer isn't unheard of, but it's unusual and just one of the many standard features Sea Chaser designed for its new 30 HFC Bluewater. In fact, the boat's impressive list of standard features is even more so when coupled with the company's reputation for value-priced vessels.

For anglers, the boat is well-equipped with dual 30-gallon livewells, one in the leaning post and one on the transom. Rod holders in the gunwales abound, and some are the popular Mate Series that do double duty as cup holders.



Transom seats snap away, leaving padded bolsters for fighting fish; bolsters also surround the cockpit. Tow rails ease gaffing fish, and undergunwale rod stowage keeps more sticks handy. Fish boxes are macerated. Tackle storage in the leaning post is generous.

The helm and cockpit are protected from the sun by the expansive hardtop with color-matched supports. On the dash, dual 12-inch Simrads are standard, along with sonar. Our test boat had all the engine functions integrated into the displays, eliminating the need for analog gauges-but digital Suzuki gauges could be added. Also standard on our tester was the windlass.

For creature comforts, lounge seats forward have a pair of stowable backrests. On the front of the console is a double lounge with storage beneath.

The popular new 350 Suzuki outboards boast the only dual-prop drives in the outboard world, and they proved up to the task of getting this boat up on plane. In turns, the torque and bite of the dual props kept it steady without dumping

	SPEED			EFI	FICIEN	CY				
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	5.5	6.3	2.4	2.3	2.6	486.6	559.9	NA	NA	
1500	7.3	8.4	4.5	1.6	1.9	346.0	398.2	NA	NA	
2000	8.5	9.8	7.1	1.2	1.4	255.8	294.4	NA	NA	
2500	14.5	16.7	10.1	1.4	1.7	306.5	352.7	NA	NA	
3000	23.7	27.3	14.3	1.7	1.9	353.9	407.2	NA	NA	
3500	27.5	31.6	15.9	1.7	2.0	368.4	423.9	NA	NA	
4000	32.2	37.0	20.3	1.6	1.8	337.8	388.8	NA	NA	
4500	36.0	41.4	26.2	1.4	1.6	292.9	337.0	NA	NA	
5000	41.1	47.3	30.9	1.3	1.5	283.7	326.5	NA	NA	
5500	44.1	50.8	37.2	1.2	1.4	253.1	291.3	NA	NA	
6000	47.6	54.8	51.4	0.9	1.1	197.6	227.4	NA	NA	
6300	52.1	60.0	60.8	0.9	1.0	182.9	210.5	NA	NA	

SEA CHASER BY CAROLINA SKIFF

MOST ECONOMICAL CRUISING SPEED

speed as the turn progressed.

The motors were quiet at cruising speeds, making for an enjoyable ride to the grounds-whether seated forward, at the helm or on the transom seats taking advantage of the smooth ride of the 20-degree deadrise hull. The ride was solid thanks to a hand-laid, tri-directional fiberglass stringer system injected with closed-cell foam flotation.

Good riding, feature rich and value priced-an unusual combination in a bluewater boat.

BOSTON WHALER 325 CONQUEST

HIGH POINTS

- A tall, protective glass windshield and redesigned side windows provide a great view for the captain and crew.
- Deluxe cabin with convertible dinette/ berth and head with shower.
- Newly redesigned hull form delivers superior planing and enhanced stability.
- Like all Boston Whaler boats, the 325 Conquest is 100 percent unsinkahle and built using a proprietary method that provides superior safety, durability and ride quality.



SPECS: LOA: 32'3" BEAM: 10'8" DRAFT: 2'2" (hull) DRY WEIGHT: 10,500 lb. SEAT/WEIGHT CAPACITY: 14/4,300 lb. FUEL CAPACITY: 300 gal. AVAILABLE POWER: Twin outboard engines to 800 hp total

oston Whaler touts its line of Conquest cabin boats as "rugged, luxurious and ready for anything." The 2020 model year 325 Conquest looks to possess the attributes we've admired aboard the previous models, while boasting some new highlights.

For example, this boat runs on an updated hull design, one better optimized to wring performance from today's hightech outboard motors. This redesigned hull delivers improved planing and greater stability, a combination that should allow your fuel bills to go down while your crew's comfort increases. With optional twin 350 Mercury Verado outboards, the 325 Conquest hits nearly 50 mph while delivering efficient cruising speeds. Optional Joystick Piloting eases docking, and for the ultimate in seagoing comfort, this new Boston Whaler can be fitted with an optional Seakeeper gyrostabilizer, which just plain won't let the boat rock or roll, regardless of the sea's state.

Behind the full front glass windshield, you'll find portside lounge seating that converts into multiple configurations and hides a table, ready for entertaining. You can also spec the summer kitchen, which includes a cockpit refrigerator, Corian countertop, sink, an outlet with GFCI circuit protection, a pull-out grill with cutting board and storage drawers.

Belowdecks, the deluxe cabin includes a convertible V-berth sleeping/dining area, a full-height hanging locker, and deckhouse windows for plenty of natural light. The head features a real commode, a sink, Corian counter and a shower. Add the optional Cruising Package (water heater; dockside water inlet) for even more comfort.

Like all Boston Whaler boats, the 325 Conquest is ruggedly built and unsinkable, thanks to the boatbuilder's proprietary construction method.

You can enjoy the performance, comforts and company of your family and friends all the more for that knowledge.

Cruising or fishing or just entertaining dockside, the new Boston Whaler 325 Conquest serves well in multiple roles thanks to its climate-controlled cabin and a host of top-of-the-line standard and optional innovations.



BOSTON WHALER rater, Florida; 386-428-0057; bostonwhaler.com





- ► Twin-step Z-hull offers better performance without sacrificing control or safety.
- ► Front-opening head compartment leaves pathways clear for fishing.
- ▶ Unique livewell-pump system keeps hait alive hy virtually eliminating aeration problem often found in twinstepped hull designs.
- ▶ Dedicated transducer pad allows for flush-mounting large, commercially rated transducers.

SPECS: LOA: 32'9" BEAM: 9'6" DRAFT: 1'8" DRY WEIGHT: 6,900 lb. (without engines) FUEL CAPACITY: 312 gal. SEAT/WEIGHT CAPACITY: Yacht Certified. AVAILABLE POWER: 1,000 hp (max)

eaVee adds to its acclaimed Z-hull line with the all-new 322Z, a center-console that caters to the avid fisherman while still accommodating the entire family. The twin-stepped hull, with 22 degrees of deadrise, is built using vacuum-assisted resin-transfer molding-VARTM, for short-which infuses the cored hull, stringers and bulkhead simultaneously.

If the 322Z performs as well as previous Z-iteration hulls, it will assuredly provide a smooth, high-performance ride that gets on plane easily and runs great.

Many of the performance enhancements come courtesy of SeaVee's augmented air ports, an induction system in the step hull, which utilizes an air reserve that produces and maintains the necessary airstream to keep the running surface free of drag. Crank into a turn, and you won't feel any skipping or lurching, thanks to the integrated speed rails.

If you've been aboard previous versions of the Z-hulls, a new feature you'll notice is more room aft of the cockpit, allowing for greater mobility when fishing or comfort when lounging. The rear-facing bench aft of the helm is a great addition to the 322Z's livability, as well.

Port and starboard bow seats feature electronically actuated backrests for forward-facing passengers, who can get even cozier with the coaming bolsters that run throughout the boat. The optional side door is great for boarding convenience, as well as fishing, diving or just swimming at the sandbar. Other creature comforts available on the 322Z include a freshwater shower and head.

Fishability aboard the 322Z should



SEAVEE BOATS ami, Florida; 305-759-6419; seaveeboats.com

prove marvelous, starting with the twin, 40-gallon transom livewells and large, fully insulated forward fish boxes.Rod holders are conveniently placed throughout; there is room for storing up to 34 rods.

The helm accommodates up to two 12-inch multifunction displays, plus room for a VHF or audio head unit.

A nicely angled bench provides the captain a cozy spot for sitting or standing and leaning against it, and there is plenty of room for the first mate without getting in the captain's way.





- ▶ Windlass access has raw and fresh water for washing down the anchor and rode.
- ► The transom fish box is deep and long for wahoo, mahi and kings.
- ► The dive-door ladder tucks away for travel.

SEE THE VIDEO

To see our video review of the Canyon 326, scan this tag or visit boatingmag.com/ bba20/aradv whitecanyon326.



SPECS: LOA: 33'1" BEAM: 10'9" DRAFT (MAX): 2'0" DRY WEIGHT: 8.500 lb. (without engines) SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 327 gal HOW WE TESTED: ENGINES: Twin Yamaha F300 DRIVE/PROPS: SWS II 15.5" x 17" 3-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 160 gal. CREW WEIGHT: 400 lb

e think half the people who buy fishing boats just like the macho looks and the surrounding luxury of them. Grady-White gets that, but don't ever think boats such as the Canyon 326 are not tournament-ready angling machines. Here's how Grady-White made the 326 to satisfy everybody.

The helm is wide, protected by an even wider hardtop, and that's supported by a color-matched superstructure that hugs the helm tightly, opening walkways fore and aft for passage. Triple bucket seats with footrests, armrests and flip-up

bolsters accommodate any size rider, and they're protected from the weather by an aircraft-quality acrylic windshield. Forward seating options include a lounge on the front of the console and a pair of forward lounges complete with foldaway seatbacks enabling comfortable forwardfacing reclining underway. In the cockpit, a double couch folds out of the transom to convert coaming bolsters into seating in a flash. Want shade? Press a button and out slides Grady's Sure Shade to protect the cockpit. Technology is king, and Grady adds USB charge ports and LED lighting plus plenty of space for dealer-installed, optional Garmin GPSMap systems.

Even more crew-pleasing features are inside the console-such as a large changing room, flushing head and freshwater shower. Topside behind the triple bucket seats are a freshwater sink, cooler and electric refrigerator.

So far, sunset cruisers, beachcombers and sightseers are happy, but here's where Grady-White sets the hook on fishermen.

There are eight gunwale rod holders on each side, a shotgun rod holder in the

	SPEED			EH	FICIEN	CY				
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	6.6	7.7	2.2	3.0	3.5	889.3	1023.4	0	69	
1500	7.0	8.1	4.3	1.6	1.9	481.7	554.4	1	71	
2000	8.1	9.4	7.0	1.2	1.3	341.6	393.1	3	74	
2500	11.2	12.9	11.1	1.0	1.2	297.2	342.0	5	79	
3000	19.6	22.5	12.7	1.5	1.8	453.1	521.4	5	81	
3500	24.3	28.0	17.0	1.4	1.6	421.2	484.7	4	91	
4000	28.4	32.7	23.3	1.2	1.4	358.4	412.4	3	89	
4500	32.6	37.5	28.9	1.1	1.3	331.8	381.9	3	90	
5000	36.1	41.6	34.5	1.0	1.2	308.4	354.9	3	93	
5500	39.5	45.4	43.8	0.9	1.0	265.1	305.1	3	93	
6000	42.3	48.7	51.6	8.0	0.9	241.4	277.8	0	94	
MOST	MOST ECONOMICAL CRUISING SPEED									

GRADY-WHITE BOATS Greenville, North Carolina; 252-752-2111; gradywhite.com

Price: \$283,695

transom, plenty of undergunwale storage, rocket launchers, and even four tuna-stick stands in the console for locking those extra-expensive machines away. And the hardtop is ready to be rigged with the optional outriggers.

Live bait is kept in a standard 32-gallon livewell on the transom, and the icebox on the leaning post station can be converted into a 38-gallon baitwell too. Tackle-box storage under the livewell makes the console station a prep area for fishing rigs, and the freshwater sink assists.



EVERGLADES 340DC

HIGH

- The companion seat converts from a doublewide seat to a chaise longue.
- Optional Seakeeper gyrostabilizer tames the roll.
- ▶ What a hardton!
- Everglades offers tough, unsinkable, premolded foam-filled construction.

SEE THE VIDEO

To see our video review of the 340 DC, scan this tag or visit boatingmag.com/ bbg20/everglades 340dc.com.



HOTOS: COURTESY EVERGLADES BOATS



SPECS: LOA: 33'6" BEAM: 11'11" DRAFT: 2'81/4" (drives up) DRY WEIGHT: 13,000 lb. SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 300 gal. HOW WE TESTED: ENGINES: Twin 425 hp Yamaha XTO DRIVE/PROPS: Outboard/16 %" x 19" 3-blade stainless steel GEAR RATIO: 1.79:1 FUEL LOAD: 148 gal. CREW WEIGHT: 600 lb

he new Everglades 340DC possesses the superior offshore capabilities for which all Everglades models garner praise. Additionally, it provides outstanding amenities and comfort. What specific highlights await?

The 340DC's hardtop integrates with the windshield, providing structural integrity and awesome weather protection. It looks great from without—as the photo above attests-and the view from the helm proved excellent. Grab rails installed on its underside proved a nice touch that many builders neglect. The windshield's center pane closes electrically to seal the deal: Just hit the switch. Everglades integrates mounting pads into the top for the optional outriggers.

There are double-wide helm and companion seats; the companion seat converts into a chaise longue. Abaft the helm, a galley with sink, two-tiered Corian counter, refrigerator and optional grill reside. Inside the portside console, find a snug cabin complete with berth, TV and an optional air conditioner. A commodious head occupies the starboard console, providing privacy and comfort.

Now, head to the bow, with its richly upholstered lounges, integrated cooler and removable table. It's deep and secure, as well as plush, so crew can truly enjoy the ride. And how does the 340DC ride?

The boat confidently burst through the inlet and raced toward the horizon as we met the incoming Atlantic swell. Soft and quiet under way, thanks to Everglades' better-than-most construction and rigging, this boat encourages adding speed to your run as desired. Certainly, the twin 425 hp Yamaha XTO outboards delivered better than 1 mpg between trolling speed and 40 mph. These engines also hurtle this boat to 54 mph. For ultimate seaborne comfort, order the optional Seakeeper gyrostabilizer. It stopped the rock aboard our tester at the touch of a switch.

Anglers need not fear: With a 96square-foot cockpit, a 24-gallon livewell, a 71-gallon fish box and optional Gemlux carbon-fiber outriggers, the 340DC stands ready to fish. With two folding seats at the transom, you'll do it in comfort and style. Oh, yeah.

	SPEED				FICIEN	CY			RATION
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	5.74	6.60	3.70	1.55	1.78	427	491	0	65
1500	7.47	8.60	5.30	1.41	1.62	388	447	2	71
2000	9.12	10.50	8.20	1.11	1.28	306	353	3	76
2500	11.99	13.80	12.60	0.95	1.10	262	302	4	83
3000	17.64	20.30	16.80	1.05	1.21	289	333	5	86
3500	24.85	28.60	23.70	1.05	1.21	289	332	4	87
4000	29.98	34.50	30.00	1.00	1.15	275	317	3	90
4500	34.76	40.00	38.40	0.91	1.04	249	287	3	91
5000	38.76	44.60	47.60	0.81	0.94	224	258	3	92
5500	43.36	49.90	61.00	0.71	0.82	196	225	2	94
5800	46.92	54.00	74.40	0.63	0.73	174	200	2	95
MOST	CONOM	CAL CRU	TOTAL COL	ED					

EVERGLADES BOATS rater, Florida; 877-555-9300; evergladesboats.com





- ▶ Wide walkarounds allow anglers to chase fish all around the boat easily.
- ► Solidly built hardtop includes a vented locker for easy access to life iackets.
- Waist-level power panel in cabin means no stooping to find switches
- Great access to batteries (under helm seat) and to systems such as fuel separators and numps.
- Deep gutters and squishrubber seals on all hatches nrevent leaks
- Two macerated fish boxes aft.

SPECS: LOA: 34'4" BEAM: 11'2" DRAFT: 2'0" (hull) DRY WEIGHT: 10,560 lb. (rigged, with engines) SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 320 gal. HOW WE TESTED: ENGINES: Twin Yamaha 425 XTO DRIVE/PROPS: XTO Offshore 16%" x 21" stainless steel GEAR RATIO: 1.79:1 FUEL LOAD: 125 gal. CREW WEIGHT: 640 lb.

fell in like with the new Cobia 350CC the moment I stepped through the inward-opening side door that makes pulling in a fish (or a fully rigged diver) as easy as stepping off a dock. This wasn't crazy-mad irrational lust like I have for Sophia Loren, but a genuine like for all the right stuff that I discovered during my test of this new Cobia. This is a great center-console that fishes hard and plays even harder.

First, the twin, hulking, Yamaha 425 XTO outboard engines (triple F300s are standard) shot us right out of the hole like

a drag boat (7.3 seconds to 30 mph), but virtually sipped gas at a more moderate cruising speed (33 mph equals 23 gph). At the 62.6-mph top speed I recorded while running the Cobia, these 425 hp behemoths propel you to the islands or the canyons in fine style, and the 320 gallons of fuel allows you to stay all day.

The double-stepped hull with 21.6 degrees of transom deadrise eats lumpy seas and asks for more, please.

Just over 11 feet of beam means plenty of walk-around room to chase fish, especially as you pass by the console. Yep, a gang of anglers won't be crowded.

There's a tackle center equipped with a bait-prep station aft, a pair of oversize insole fish boxes that drain overboard, twin 42-gallon bait tanks,no less than seven insulated boxes to keep your beer, bait and lunch cold. Really neat is the hidden, lockable rod stowage locker in the sole.

The cabin will prove a delight for families, with a stretch-out double berth, an electric head and a shower, plus optional air conditioning. For the sandbar, there is seating for 11, including a chaise for two

	SPEED			EFI	-ICIEN	CY				
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	5.6	6.5	3.8	1.5	1.7	428.1	492.6	1	68	
1500	7.7	8.9	5.9	1.3	1.5	377.5	434.4	2	70	
2000	9.1	10.5	9.9	0.9	1.1	265.4	305.5	4	74	
2500	11.8	13.6	14.9	0.8	0.9	228.4	262.9	5	78	
3000	21.1	24.3	17.9	1.2	1.4	339.7	391.0	4	84	
3500	28.8	33.1	22.9	1.3	1.4	361.7	416.3	3	85	
4000	34.2	39.4	30.1	1.1	1.3	327.2	377.7	2	88	
4500	38.8	44.7	37.3	1.0	1.2	299.9	345.1	2	90	
5000	43.1	49.6	45.9	0.9	1.1	270.4	311.2	2	93	
5500	47.1	54.2	59.6	8.0	0.9	227.6	261.9	2	97	
6000	54.4	62.6	74.6	0.7	8.0	210.0	241.7	2	98	
MOST	CONOM	CAL CRU	ISING SPI	EED						

COBIA BOATS. MAVERICK BOAT GROUP

forward and an electric bow table that rises from the sole for picnic lunches.

The skipper (and two companions) get individual seats behind the big windshield, each adjustable with bolsters. The dash has a vertical display that allows for easy reading of two 16-inch Garmin monitors, and all the switches are easy to find and right where you'd want them for controlling the boat.

One look at the Cobia 350CC, and I know you'll fall in like too. Don't miss this new Yamaha-powered center-console.







13 / Play better.

Audio Performance • Quality • Durability

M3 loudspeakers are precision-built in our Miramar, Florida factory and installed in some of the world's finest boats.

Let's add yours to the list.





- New starboardside door facilitates boarding, diving, and landing big fish.
- ► Sliding tray in bilge compartment eases battery changes.
- All-purpose design will please both angling and cruising factions.
- Redesigned topside lines give this dualconsole model a yachty look.
- Fold-down footrest gives the helmsman an extra 5 inches of elevation when standing.

SPECS: LOA: 34'6" BEAM: 10'10" DRAFT (MAX): 2'0" (motors up) DRY WEIGHT: 11.750 lb. (without power) SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 300 gal. HOW WE TESTED: ENGINES: Twin 300 hp Yamaha F300 DRIVE/PROPS: Outboard/Saltwater Series II 151/4" x 18" 3-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 300 gal. CREW WEIGHT: 630 lb.

he Pursuit DC 326 features redesigned topside lines, an integrated hardtop, fiberglassframed windshield, and curving side windows that create a profile reminiscent of a yacht. A standard starboard-side door eases boarding, diving, and dealing with big fish. Once on board, you'll find two foldout bench-style seats-one across the transom and the other on the port side of the cockpit. Versatile seating on the port side of the bridge deck can be used as a lounger or a seating nook. The wide helm seat offers a flip-up bolster and a two-tier footrest,

which folds down to create an extra 5 inches of elevation. In the bow, a pair of forwardfacing loungers/wraparound seating invites guests forward to use the standard table to enjoy snacks, or lower the table and add a cushion to create a sun pad. A redesigned aft-facing seat in the forward port corner of the cockpit has tackle stowage behind the seatback. A grill and fridge reside on the opposite side. An optional motorized cockpit shade deploys from inside the hardtop. Anglers will appreciate the livewell in the starboard quarter and the five rod holders across the transom, along with four in the gunwales and six optional on the hardtop. Electronics options include single or twin Garmin multifunction displays, and peripherals such as radar, autopilot, sonar and FLIR thermal imaging.

The starboard console interior features a vacuum-flush electric toilet, molded sink with freshwater faucet, Corian countertop and vanity mirror. The port console contains a berth, a hanging locker, and storage for four rods. Pursuit has engineered convenient access to both consoles using a patented dual-action door. An optional

	SPEED			EFI	FICIEN	CY				
				naut.	stat.	n. mi.	s. mi.		sound	
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level	
1000	5.74	6.60	2.50	2.29	2.64	619	713	0	65	
1500	7.39	8.50	4.50	1.64	1.89	443	510	0	67	
2000	8.69	10.00	6.50	1.34	1.54	361	415	2	71	
2500	9.99	11.50	10.50	0.95	1.10	257	296	4	74	
3000	12.17	14.00	14.70	0.83	0.95	223	257	5	80	
3500	16.51	19.00	19.80	0.83	0.96	225	259	5	82	
4000	20.86	24.00	24.30	0.86	0.99	232	267	6	83	
4500	32.59	37.50	32.20	1.01	1.16	273	314	4	86	
5000	36.50	42.00	41.60	0.88	1.01	237	273	4	87	
5500	40.84	47.00	50.00	0.79	0.91	214	246	3	89	
5900	42.15	48.50	53.50	0.79	0.91	213	245	3	93	
MOST	CONOMI	CAL CRU	ISING SPE	ED						

PURSUIT BOATS Fort Pierce, Florida; 772-465-6006; pursuitboats.com

Price: \$331,050 (base with twin Yamaha F300s)

6,000 Btu air-conditioning system serves the port console, while an optional 12,000 Btu unit cools the helm deck. An optional 5 kW Fischer Panda diesel generator powers both while away from the dock.

Pursuit's new DC 326 displayed spirited performance with its twin Yamaha F300s. We recorded a 5-second time to plane and a zero-to-30 mph hole shot of 13.6 seconds. Top speed was 48.5 mph. Handling proved precise, and the hull knifed smoothly through 2- to 3-foot tightly spaced waves.



RETHINK POWER.

2.3L | 310 HP | 350 lb-ft Torque







- Hvbrid asvmmetrical multihull design offers a smooth ride, confident cornering and an impressive turn of speed.
- Copious rod stowage thanks to racks along the console, transom, hardtop, seating and module, as well as along the gunwales.
- Ahundant standard seating, plus the option to add even more with bow seating.
- ► Ontional JL Audio 10-speaker/ two-subwoofer sound system lets you rock the waves.
- Coaming pads encircle the interior to cushion thighs and knees in rough conditions.

SPECS: LOA: 35'10" BEAM: 11'7.5" DRAFT (MAX): 1'8" DRY WEIGHT: 10.350 lb. (without power) SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 500 gal. HOW WE TESTED: ENGINES: Quad 300 hp Mercury Verado V-8 DRIVE/PROPS: Outboard/Revolution 4 145/s" x 21" 4-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 200 gal. CREW WEIGHT: 1,050 lb

he 35 Catamaran is the third multihull model to emerge from Invincible Boats in as many years, making it clear that this boatbuilder is fully committed to cats.

Engineered by design firm Morrelli & Melvin, the 35 Cat hull knifes smoothly through rough seas. Morrelli & Melvin's patent-pending hybrid semi-asymmetrical multihull, which is exclusive to Invincible, allows the boat to corner with an inward lean.

Powered by four Mercury Verado 300 hp V-8 outboards, the 35 Cat reached

30 mph in 9 seconds and a top speed of 71.5 mph at 5,600 rpm. Optimal fuel efficiency occurred at 3,500 rpm and 40 mph, where the outboards burned 39 gallons per hour for 1.03 mpg.

With a beam that carries well forward and a level diamond nonskid sole throughout, this center-console cat maximizes deck space. A pressurized 65-gallon livewell resides in the middle of the transom, with a second 70-gallon deck well on the starboard-side, to carry gobs of bait. A pair of pump boxes, each equipped with two Rule 1500 pumps, deliver air-free water. Four cavernous in-sole fish boxes provide plenty of space for ice and fish. A portside dive door with boarding ladder eases reboarding after a dip and lets you slide aboard a big tuna or swordfish.

Our test boat was equipped with threeacross helm seating, an aft-facing seat for three abaft the helm seats (with an insulated cooler underneath), and a seat for two on the forward console (with another cooler below). The padded top and backrest of the optional coffin-box cooler (lined on each side with five rod holders)

	SPEED			EF	FICIEN	CY			
				naut.	stat.	n. mi.	s. mi.		sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	5.74	6.60	5.40	1.06	1.22	478	550	0	67
1500	8.26	9.50	11.20	0.74	0.85	332	382	0	68
2000	12.34	14.20	20.00	0.62	0.71	278	320	3	74
2500	17.38	20.00	27.00	0.64	0.74	290	333	2	77
3000	24.33	28.00	29.00	0.84	0.97	378	434	0	81
3500	34.76	40.00	39.00	0.89	1.03	401	462	0	86
4000	39.97	46.00	46.00	0.87	1.00	391	450	0	87
4500	47.01	54.10	61.00	0.77	0.89	347	399	0	88
5000	52.40	60.30	75.00	0.70	0.80	314	362	0	89
5500	60.39	69.50	91.00	0.66	0.76	299	344	0	91
5600	62.13	71.50	96.00	0.65	0.74	291	335	0	93
MOST	ECONOMI	CAL CRU	ISING SPE	ED					

INVINCIBLE BOATS Opa Locka, Florida; 305-685-2704; invincibleboats.com

on the foredeck doubles as a lounger for two. In the stern, you'll find two jump seats—one in each corner—that quickly fold away.

A pair of Garmin GPSMap 8617 multifunction touchscreen displays on our test boat allowed easy access to the chirp sonar, chart plotter and more. The hardtop with integral full-height windshield and side windows offers outstanding weather protection, and the console interior with 51 inches of headroom provides privacy for changing or utilizing the electric head.



- ► The FishThru transom makes it easy to fish, swim, snorkel and scuba off the stern.
- An Amerishade cockpit shade extends electrically from inside the hardtop, as rod rack tilts down hydraulically to allow the shade to deploy.
- Carbon fiber Innegra-fiberand-epoxy hull laminate is overcured for strength and durability.
- Retractable washdown hoses reflect another clever. practical touch.



SPECS: LOA: 38'0" BEAM: 10'6" DRAFT (MAX): 1'10" DRY WEIGHT: 12.000 lb. (with power) SEAT/WEIGHT CAPACITY: Yacht Certified FUEL CAPACITY: 323 gal HOW WE TESTED: ENGINES: Twin 425 hp Yamaha 425XTO DRIVE/PROPS: Outboard/Yamaha XTO OS 16% x 20" 3-blade stainless steel GEAR RATIO: 2.037:1 FUEL LOAD: 125 gal. CREW WEIGHT: 1,000 lb.

esigned by company co-founder and CEO Stephen Dougherty, the new Solace 345 reflects a host of innovations, starting with a patented Fish-Thru transom that extends aft between twin outboards.

Riding above the waterline, the 52-inch-long platform leads to a beefy transom door. From below, a hydraulic swim platform with a boarding ladder extends farther astern. Twin pressurized 45-gallon livewells flank the entrance to the platform, and each features an adjacent tuna tube.

An elevated second station with two high-back helm seats and a carbon-fiber buggy top is optional. It features a full set of controls, including a second joystick for the standard Yamaha Helm Master docking system and a Garmin GPSMap 7612xsv display.

The main helm offers twin Garmin GPSMap 8617 displays flush-mounted in the 53-inch-wide center-console dash. Three Llebroc Billfish chairs feature Shockwave S5 bases to cushion bumpy seas. A SeaDek helm pad with 2 extra inches of closed-foam EVA underneath pampers your feet and knees by mitigating shock. The center of the pad-where the captain stands-hydraulically levitates as much as 10 inches.

The tempered-glass helm enclosure has a windshield that hinges upward on hydraulic actuators. The 345's switching is all digital.

The portside console door features dark wood cabinetry, a vanity with a Corian countertop, an illuminated glass vessel sink, an electric-flush marine toilet, a settee that converts into a berth and a microwave. The interior is served by a 6,000 BTU air-conditioning system.

Back on deck, there's a 42-inch-long, two-person lounger on the forward console, as well as the twin 44-inch-long loungers in the bow. Aft of the helm seating resides a work station featuring a Corian countertop, cutting board, dual-basin sink with freshwater faucet and shower hose, electric grill, and stainless-steel drawer fridge/freezer. For additional seating, a three-person couch hydraulically deploys from within the work station.

	SPEED			FF	FICIEN	CV		OPER	RATION
•					stat.	n. mi.	s. mi.	01.21	sound
rpm	knots	mph	gph	mpg	mpg	range	range	angle	level
1000	6.78	7.80	3.70	1.83	2.11	533	613	0	69
1500	9.56	11.00	5.30	1.80	2.08	524	603	2	71
2000	11.30	13.00	8.80	1.28	1.48	373	429	3	74
2500	13.03	15.00	12.70	1.03	1.18	298	343	4	78
3000	15.21	17.50	20.00	0.76	0.88	221	254	5	81
3500	17.38	20.00	26.00	0.67	0.77	194	224	7	83
4000	29.11	33.50	33.00	0.88	1.02	256	295	4	84
4500	35.19	40.50	40.50	0.87	1.00	253	291	3	88
5000	39.97	46.00	58.60	0.68	0.78	198	228	2	92
5500	45.19	52.00	50.00	0.67	0.78	196	226	2	95
5700	47.79	55.00	72.00	0.66	0.76	193	222	2	98
MOST	CONOM	CAL CRU	ISING SPE	ED					

SOLACE BOATS



rater, Florida; 386-302-6287; solaceboats.com

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SUPER COUPON

Customer Rating

3500	MAX. STARTING WATTS	3000
3000	RUNNING WATTS	2800
100 LBS.	WEIGHT	131 LBS.
2.6 GAL	TANK SIZE	3.4 GAL
4	OUTLETS	4
YES	OVERLOAD PROTECTION	YES
212 cc	ENGINE SIZE	196 cc
YES	LOW OIL ALERT	YES
YES	PARALLEL CAPABLE	YES
YES	POWER SAVER	YES



HONDA EU3000iS1A

S 23 PRICE \$2,019

*HONDA EU3000iS1A stated specs











































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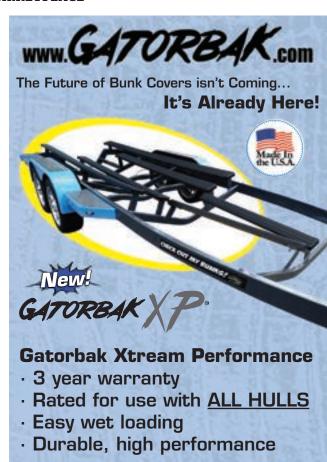
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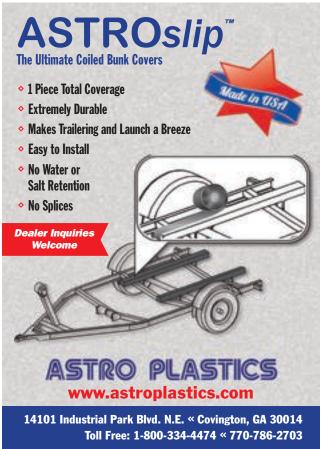
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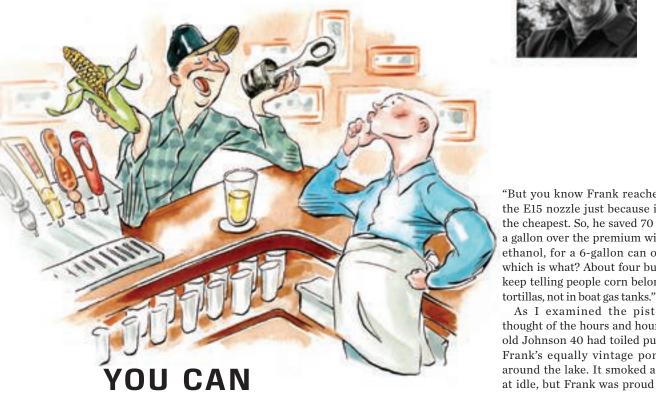
Retail Price: \$199











The sad story of a frugal boat owner

PAY ME LATER

pparently, Frank Meyer was just trying to save a little money, which is never a good idea when it comes to powerboats. "I told Frank that this is his outboard," said Dan the Outboard Man as he reached into his jacket pocket, "and this is his outboard on E15 gasoline."

Dan slid a small black piston down the blue Formica bar top at the Lake View Inn, which Wally the barkeep intercepted and examined. The skirt of the piston was scored with deep scuff marks, and the rings were welded

in place.

It's really hard to understand why a guy who has spent \$80,000 on a boat, or \$350 for a cooler for crying out loud, would feel it necessary to save a few bucks on oil. Or gasoline.

"I guess you can't fix this with J-B Weld," Wally quipped, handing me the piston. "Ethanol is keeping you in business, Dan."

Wally scanned the bar to make sure there were no corn farmers within earshot. The discussion of politics is generally off-limits at the Lake

View, a rule that extends to matters of ethanol and immigration, each a problematic topic for the local ag industry. Wally likes to joke that half the dairy cows in Wisconsin are bilingual. Spanish is their first language.

"Well, it's a shame because this was a nice old two-stroke motor," Dan said.

"But you know Frank reached for the E15 nozzle just because it was the cheapest. So, he saved 70 cents a gallon over the premium with no ethanol, for a 6-gallon can of gas, which is what? About four bucks. I keep telling people corn belongs in

As I examined the piston, I thought of the hours and hours the old Johnson 40 had toiled pushing Frank's equally vintage pontoon around the lake. It smoked a little at idle, but Frank was proud to be running the oldest outboard at our dock. That motor outlasted OMC and Frank's first marriage.

"And you're right about one thing," Dan said. "It is cheapness that keeps me in business. Cheap gas, cheap oil and cheap batteries are at the root of almost every problem that comes into my shop. It's really hard to understand why a guy who has spent \$80,000 on a boat, or \$350 for a cooler for crying out loud, would feel it necessary to save a few bucks on oil. Or gasoline."

Or why a guy who loves his vintage Johnson would reach for the E15 nozzle.

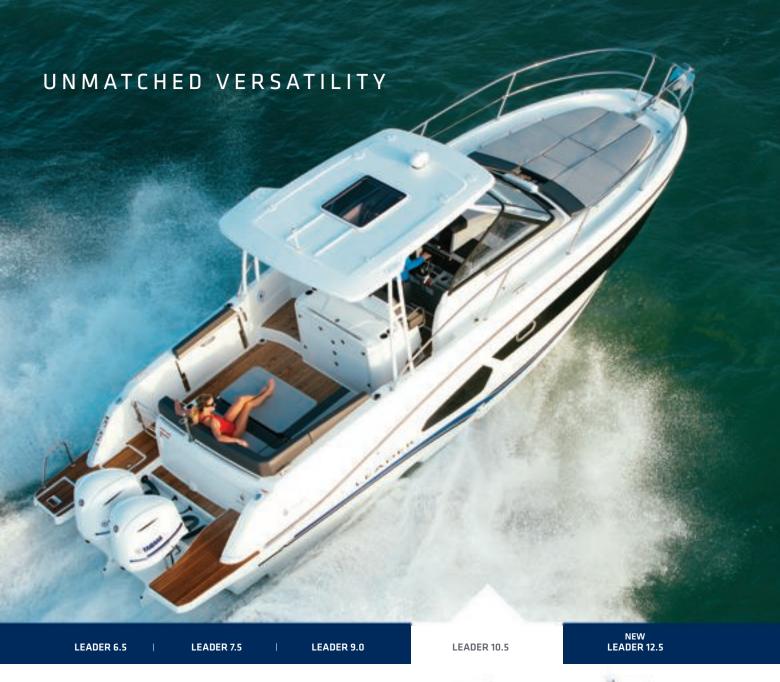
"Too many people think that if gas is for sale, it must be OK for anything," Dan said. "But it's like the old ad. You can pay up at the pump, or pay me later."

"You may not pay me later for that beer," said Wally, who ultimately controls the flow of ethanol in the Lake View Inn, "and I won't take that piston on trade."

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